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cal economy, and how long, under its continuance, before our producing interests will be brought to the non-producing level of the Mexican population?

The income from industry, in the main, has always been moderate, and never, under the best possible system can it become inordinate:—yet, upon the shoulders of industry and producing capital every pecuniary burden, that society is heir to, is obliged to be borne. It matters not as to the process or processes by which these burdens are placed, production cannot escape the exactions, only as the producing interests may rise up in self defence and demand reform. There is now a popular necessity for reform—a reform that shall be deep, radical, and founded upon a settled policy of aiding the producing interests alone as the only means of rescuing the people from burdens impossible for them to bear.

In case the embarrassments upon production go on accumulating the bankers will not be allowed, with impunity, to turn a covetously deaf ear to the popular complaints. Their system will go by the board and be replaced by another devised on the plan of assisting production, instead of bleeding it. The bondholders will not be permitted to fold their arms and make the outcry against repudiation, whilst contributing to the very causes that will be certain, without solid reform, to produce it. Producing industry can bear to a certain extent the burdens imposed on it, but there is a limit beyond which it cannot, and will not endure. More especially will this be the case where the exactions made on it are in a great degree the offspring of insensate covetousness.

It is the natural pride of every true and just minded American citizen to maintain the public faith inviolate. Nothing could be more difficult to obliterate than this sentiment of honor, founded on all considerations of public policy and national integrity. But, in maintaining this sentiment the public creditors are called upon to do their duty practically, and with a will, instead of merely preaching public morality to the classes in society most disparaged, and most imposed upon. It is very easy to find a remedy, and a quick remedy for existing evils, in case we can bring a fair proportion of non-producing capital to the immediate aid of producing employment. The

bankers and bondholders of the United States have it in their power, by their combined influence in the right direction, to make the whole country flourish in a little time, and thus fortify and strengthen the security of their capital by making it popular instead of allowing it to remain a subject of growing execration.

The man who takes his mind's eye off the producing interests in the contemplation of any material subject, financial, political, or commercial, is at random at once. These interests, being the foundation of all others, and sustaining all others, are the only legitimate starting point for right reasoning in all collateral directions. Our banking system is presupposed to be founded on the idea and theory of being an aid, in some way, to production. So far as it subserves this purpose in good faith it is tolerable. In so far as it fails to accomplish this it is a public nuisance that should be abated. The loaning banks of Louisiana were the only really popular banks known to us, and their operations in past years afforded a marked contrast to the prevalent short paper discount system. The one can be made an assisting agency to production: the other only assists to break it down where its aid is invoked. Most business can turn itself but once in a year, and capital which requires to be turned oftener than that, as a general thing, is deleterious to production. It is a common saying among bankers that "farmers have no business to borrow money of banks." There is truth in this, considering the manner in which banks are managed. It might however be replied, "this is the fault of the system, and any bank which cannot be brought to the aid of agriculture, has no moral right to exist at all."

While we call with earnestness on the producing capital and labor of the whole country to rally and come to the aid of their own interests, we admonish the holders and managers of non-producing capital to do their duty in upholding the industrial classes. The producing population, under the present regime, may be bled into insensibility as to the claims of bondholders, as well as popular frenzy against bankers. There is a way to avoid this, and that way is for non-producing capital to come at once, and without delay, to the aid of the producing interests. There is no other

American Railroad Journal.

New York, Saturday, February 15, 1868.

Reciprocal Duties.

One-fifth part of the aggregate property of the United States has been worked by various causes, into the form of non-producing capital. Twenty Seven Hundred Millions, or more, consists of Governments bonds and liabilities:—of the twelve hundred millions, or thereabouts, of railway capital, not over forty per cent. has been utilized in aiding production. The banks and the immense capital they wield with their vicious system of discounts on short paper, as well as evil practices of accommodating gamblers instead of producers, have become more of a drawback than an aid to the producing industries. Bondholders, to a large extent, as well as bankers, are employing the Government securities to aid the schemers connected with non-producing capital in making unworthy gains off of producing property and labor. Producing capital, discouraged by its burdens, has been rapidly abandoning the pursuits of industry until production in very many cases has neither capital nor motive to continue under its embarrassments. What is to be the result of this whole vicious platform of false politi-

remedy, and men are demented if they suppose they can keep up this gigantic game of popular imposition. We would say things plainer if we knew how. There are antagonisms that are sure to go into warfare, unless they are reconciled on principles of justice. Sound policy, as well as common protection and common thrift require that non-producing capital should direct its efforts immediately to aiding and upholding the producing interests. Should this be done, as it can and ought to be done, the whole country may be made to thrive and our bonds brought to par in gold, as also our currency, in less than two years.

England, after the close of the European wars in 1815, found herself in the same condition we are now in, financially, with the exception of those vicious contrivances of bankers, gamblers, and monopolists to aggravate the disparagements on our industry. The government and statesmen of England sprung at once to the aid of the producing interests. Vigorous statesmanship and a steady support of these interests achieved results, such only, as could have upheld the Government and its financial credit. The only movement in this country that promises to be effectual in the right direction, in our judgment, is the one inaugurated by Mr. Sherwood. We cannot too earnestly advise the country to come to his support and sustain him in his efforts to give the producing interests a benefit in one direction, while we admonish non-producing capital to do its duty in another.

Covington and Big Sandy Railroad.

The Legislature of Kentucky, last year, passed an act incorporating a company for the construction of a railroad from Covington, through Maysville to Cattlesburg, at the mouth of the Big Sandy. The charter authorizes the company to acquire, by purchase, any other railroad, or the uncompleted work which may have been done along the line of the route, and to build a through line from Covington to Big Sandy. The Chesapeake and Ohio Railroad, commencing at the sea board, and running through the heart of Virginia, will meet the Covington and Big Sandy railroad at Cattlesburg, and connect with the Maysville and Lexington at Maysville, and the Kentucky Central at Covington. A letter from a well-informed gentleman, dated at Lexington, Va., to Gov. Stevenson, of Kentucky, says:

I take the liberty of dropping you a note in relation to the present condition of the Chesapeake and Ohio Railroad. The city of Richmond and counties on the line have subscribed \$3,650,000 to the stock of the company, and we hope to raise the subscription to \$5,000,000.

The Virginia Central Railroad, which you know is a part of the line, will be mortgaged, as well as the line to be built, for the additional means to complete the road to the Ohio river.

The Company was incorporated at the last session. An act is now in process of passage through the Legislature, authorizing the counties of Campbell, Pendleton, Bracken, Lewis, Greenup and Boyd, through which the road runs, to subscribe to its capital stock, whenever a vote of the people of said counties shall approve the subscription.

The Covington and Big Sandy will not only connect with the Chesapeake and Ohio line, but with the Baltimore and Ohio, and perhaps the Pennsylvania, so that all these great through lines will be tributary to the Covington and Big Sandy, the Maysville and Lexington and the Kentucky Central. Cincinnati will find it to her interest to foster the Covington and Big Sandy line, as it will

be the shortest line by many miles to Baltimore and Norfolk.

South Side Railroad.

The revenue from operations of this road for the fiscal years ending September 30, 1866 and 1867, have been as follows:

	1865-'66.	1866-'67.
From passengers	\$105,703 87	\$74,506 75
" freight	162,738 97	232,239 49
" mail	6,649 92	6,649 92
" express freight ..	11,449 15	8,912 08
" car hire	3,038 97	12,782 12
	<hr/>	<hr/>
	\$289,580 88	\$330,090 36

The operating expenses for 1866-'67 were:

Transportation departm't.	\$122,337 14
Road department	80,528 29
Machinery department...	31,857 49
Salaries general officers and expenses	14,956 25
Office expenses	4,364 47
Taxes, law fees, etc.....	5,715 15
Losses—freight and bag- gage	2,410 52
	<hr/>
Earnings less expenses	\$67,921 05
Discount	\$4,147 11
Interest on funded debt and guaranteed stock	56,914 00
	<hr/>
Balance	61,061 11

Balance \$6,859 94

Compared with the previous year the gross earnings show an increase of \$40,509 48, or about 14 per cent—a result, says the report, which in itself would seem well to justify the faith we have heretofore expressed in the early re-establishment of a business over the road, even superior to any it has ever enjoyed; but the fact that this increment has accrued under the operation of a lower tariff than ruled during the previous year, and that it has been derived from tonnage transportation purely, displays a return of prosperity to our country, and a recuperative capacity in the road, which should encourage every confidence in that opinion. Besides, our receipts from tonnage transportation were cut short by at least \$40,000, on account of the repeated and long continued interruptions in our western connections, by reason of the floods which prevailed in Tennessee during the very time that the inward trade of the west had fairly set in. If we were to take this into our consideration of the operations of the road for the year, we would be enabled to improve the gratifying result which we have already presented, to an extent that could not fail to secure the full satisfaction of our most sanguine expectations.

The current expenses of the company for the year as they now stand by the returns and records of the several departments which make up the executive organization of the road, have been \$323,230 42, including one year's interest upon the entire funded debt of the company yet extant.

But this aggregate of the yearly expenses, favorable as it is in every view we may consider the result, is rightfully subject to a deduction of \$20,119 90 on account of expenditures made by the road department, in the reconstruction of property, whose loss or replacement was not imposed by the operations of the road in that year.

The transfer of this amount to our war and property accounts, where it ought to have gone as it accrued, would show our net revenue as for the year to have been \$26,979 84.

That is, the clear gain of the road, or the excess of its earnings over all the legitimate expenses of conducting its operations, embracing interest upon funded debt, has been in point of fact that sum.

The annual charges against the company for interest on account of its funded debt, amount now, to but \$56,914, while the net earnings of the road for the past year, without according to the result, the material sum which has been as heretofore explained, wrongfully charged to the account of current expenses, are ascertained to have been \$63,773 94.

The cash receipts and expenditures during the year ending September 30, 1867, were:

RECEIPTS.

Cash on hand September 30, 1866	\$8,582 83
Temporary loan	67,971 38
U. S. Government	7,396 61
Connecting lines	237,629 82
Express companies	897 56
Baggage masters	2,811 03
Conductor's	17,403 88
Agents throughout the line	194,995 96
Miscellaneous receipts	3,592 40
Bills receivable	4,890 03
	<hr/>
Total	\$546,171 50

EXPENDITURES.

Notes and acceptances	\$110,406 63
Open accounts	381,220 50
Store house	5,462 08
Transportation, road and machinery ..	4,774 33
Executive department	13,407 44
Revenue	1,943 00
War account	11,744 54
Bills receivable	5,498 51
Rolling stock, etc	3,463 35
Balance cash September 30, 1867	8,251 12

Total, as above \$546,171 50

The aggregate outlay in the fiscal year ending September 30, 1867, was as follows:

Salaries and expenses	\$14,956 25
Office expenses	4,364 47
Taxes and law fees	5,715 15
Discount	4,147 11
Interest	37,250 08
Losses—property	2,410 52
Profit and loss	13,170 64
Transportation department	122,337 14
Road department	80,528 29
Machinery department	31,857 49
Construction, rolling stock, etc	97,639 67
Store house purchases	121,167 68
War account	27,437 93

\$562,982 42

Included in the above amount is the matured interest on coupon bonds carried to Interest Account on Funded debt for six months to July 1, 1867, constituting \$25,377 of the floating debt as per annexed General Statement.

The funded debt of the company is as follows:

First mortgage 8 per cent. bonds, held in trust by the Board of directors, and of which only \$77,000 have been issued	\$709,000
Second mortgage 6 per cent., guaran- teed by the city of Petersburg	300,000
Third mortgage 6 per cent	314,900
Fourth mortgage 8 per cent	42,000
Special mortgage, confined to City Point Branch 6 per cent	175,000

Total

..... \$1,540,900
—upon which there will be due, say to July 1, 1868, \$276,025 of past due interest, which added to the principal sum, would make the entire funded debt of the company at that date \$1,816,925;

of which the company yet holds unissued \$632,000 of first mortgage bonds. This aggregate amount of authorized debt would stand at about \$800,000 eight per cents, and \$1,000,000 in 6 per cent. bonds.

It is now proposed to form one general mortgage for \$2,000,000, the bonds of which to be made at such dates in the future, and at such convenient intervals, as will ensure the prompt payment of the interest, and the retirement of the principal at maturity.

The length of the main line from Petersburg to Lynchburg is 123 miles; and of branch from Petersburg to City Point, 9½ miles.

The company have 15 locomotives, 6 passenger coaches, 2 mail and baggage, 96 box, 41 flat and 5 cattle cars. The number of miles run by engines with passenger trains has been 77,869; with tonnage trains, 80,308; with material trains, 29,476; switching trains, 12,605—total 200,058. Number of passengers carried 54,815; do., carried one mile, 1,861,846. Tons of freight carried, 77,650; do., carried one mile, 5,329,232.

CONDENSED BALANCE SHEET.

Cost of road and equipment.....	\$3,628,950 45
New construction and equipment..	97,639 67
Discount on coupon bonds, etc.....	13,170 64
Coupon and other interest.....	28,437 08
Supplies on hand.....	12,923 87
Expenditure, including discount....	266,316 42
Due by connecting lines, U. S. Gov., etc.....	31,948 74
Cash.....	8,251 12
	 \$4,087,637 99
Capital stock.....	\$1,365,600 00
1st mort. 8 per cent. bonds due 1884	77,000 00
2d mort. 7 per cent. bonds due 1870 and 1875	300,000 00
3d mort. 6 per cent. bonds due 1870 and 1872	314,900 00
Special mort. bonds due 1865 & 1868	175,000 00
Last mort. 8 per cent. due 1866 and 1869	42,000 00
State Loan.....	800,000 00
Gross receipts.....	330,090 36
War account	318,245 63
Due connecting lines, individuals, etc	91,412 06
Notes and acceptances.....	54,228 94
Interest on funded debt audited to July 1, 1867	219,161 00
	 \$4,087,637 99

President.—WILLIAM MAHONE.

Directors.—On the part of the State, R. B. Boling, H. E. Warren, J. A. Johnston. On the part of private stockholders, R. D. McIlwaine, J. E. Venable.

Treasurer.—JAMES E. CUTHBERT.

Eastern Railroad Co.

The annual meeting of the stockholders of this company was held in Boston on the 3d inst. The following Board of Directors was chosen: George M. Browne, Samuel Hooper, Nathaniel Thayer, Franklin Haven and Benjamin E. Bates, of Boston; Wm. L. Dwight, of Portsmouth; Henry L. Williams, of Salem. A resolution was submitted by S. A. Chase, of Salem, that the directors be authorized to issue long bonds or stock according to the authorizing statute, to meet present or future liabilities of the company. The resolution, amended on motion of Peter T. Homer, by limiting the amount of bonds to \$500,000 was adopted. The project of uniting the Eastern Railroad in New Hampshire with the corporation was taken up, and the report of the committee, recommend-

ing the union, read. A resolution offered by Lemuel Shaw, of Boston, was adopted, to the effect that the recommendations of the committee with reference to the union be approved, and that the directors be authorized to take measures for effecting the union. A vote was passed confirming the purchase of the Rockport Branch.

Car Wheels.

The annexed letter on the question of car wheels may be of interest to railroad managers, in the present season of wheel breaking. The writer says:

"It is very truly stated, in an article on car wheels, and causes of breakage, in the number of the AMERICAN RAILROAD JOURNAL, dated January 11th, that cast iron remelted in air furnaces will greatly increase in strength, but the same results are not found in melting in cupolas. The writer might have gone further, and stated by remelting charcoal cast iron in a cupola using mineral coal, that it always loses in strength. In fact, by trickling through anthracite coal while in process of melting, it assumes all the qualities and appearances, and has but the strength of anthracite iron. In nothing do railroad managers err more than in using car wheels made from cupola castings. Cold blast iron is preferable to warm blast, and when of good quality and only remelted in air furnaces, a wheel free from defects can be produced than any wheel made from cupola castings. If railroad managers will take specimens from car wheels made from cupola castings, and submit these to the test of the Government testing machines at Watertown, Reading or Pittsburgh, they will find the strength less than 20,000 lbs. to the square inch, while the same iron remelted in an air furnace, will produce castings generally exceeding 30,000 lbs. to the square inch. The practice of the Government, and never departed from, is to cast their heavy ordnance entirely from air furnaces, and now require the same for ordinary shot. If air furnace castings and cold blast metal only were used, we would have fewer accidents from the breakage of car wheels.

C. M."

While we think the writer in general is correct, we believe the method usually followed in wheel foundries using cupolas, gives results more analogous to air furnace meltings than is generally supposed.

Soft iron increases in strength by being in fusion a long time. In making wheels, pig metal as near to the required temper as can be obtained, is melted and poured into large reservoirs, tempered and then poured into the moulds.

In casting from air furnaces it is our impression that to obtain any benefits of increased strength, as in casting guns, that the moment the metal is of the right temper it should be poured into the mould; while in casting wheels, say from 10 to 15 tons, or 40 or 60 wheels at a cast, the iron which would be of the right temper for the first period of casting would be too hard for the remainder, owing to the time required in pouring, as it is well known, that a change in the grade of wheel iron, while it is very sudden from hard gray, the proper grade, to mottled, which in wheels would be too hard and brittle, equal if cast in plates to a white iron. This fact, we believe, has precluded the successful use of air furnaces in making car wheels.

It has been ascertained that pig iron melted in cupolas, and allowed to remain in large reservoirs, does not decrease in strength, but, if anything, increases, the process being analogous to the method of keeping the iron in a molten state as in an air furnace, but being free from the continued action of the flame of the furnace, is not subject to the same changes of temper when up to grade.

We have no data giving the relative strength of the same irons when melted in the cupola and allowed to temper in the reservoir, as compared with its being melted in an air furnace.

We agree with the writer in the great benefits which would be derived by railroad companies in having proper tests of all wheel irons. Safety to the traveling public and economy to railroads, demands the use of the strongest and best wheels made, independent of their cost.

Producing Capital and Labor—Call for a National Convention.

We have received a copy of a Circular calling for a National Convention under the auspices of the "National Cheap-Freight Railway League," to meet in the City of Cincinnati, Ohio, on the 19th of May next, to take measures to place the Government of the United States and its policy under the control of the producing interests. The Convention will be composed of such officers of the National and Auxiliary "Cheap-Freight Railway Leagues" as may be pleased to attend, together with five delegates to be sent from each Congressional District in the United States. Every earnest advocate of the producing classes who may be present, whether formally elected or otherwise, will be welcomed to a seat in the Convention.

We have been anticipating that this movement would sooner or later take place. There seems to be a fatality to great measures of statesmanship when reliance is made on mere party politicians. It is seldom the case that any party is strong enough, or harmonious enough, to inaugurate a State or National policy, unless such party is brought into existence, or organization, with the specific purpose of accomplishing it.

While we have regarded the proposed National system of Cheap-Freight Railways, the most powerful and beneficial agency we have ever contemplated as an aid to production and increase of wealth, we have not felt great confidence that it would be carried to a consummation until it made its own party. Politicians have so many matters to think of merely personal to themselves, that they have little time to devote to the great measures of statesmanship upon which the material interests of the whole Nation depend for development. It rejoices us to see this movement, and the proposed National organization in behalf of the producing industries. The good that may result from it is almost incalculable. We trust that it may be warmly supported by every producing class.

The railroad which the Tillyfoster Iron Mine Company is constructing to connect their property with the Harlem Railroad, will be finished by the 1st of May. The road is two miles long and is to cost \$150,000. The Tillyfoster and Brewsters mines are in full operation, and give employment to 300 men.

New Bedford and Taunton Railroad.

The gross receipts of this company during the past year were \$285,022 95, of which \$174,686 64 were the earnings of the main road, and \$61,286 31 by the Fairhaven branch. On the main road the receipts were as follows: From passengers, \$111,057 64; freight, \$58,725 85; mails, \$3,075; miscellaneous, \$828 65. On the Fairhaven branch as follows: From passengers, \$35,884 28; freight, \$18,634 94; ferry, \$4,785 90; mails, \$2,081 24. The expenses, were \$192,861 74, of which the Fairhaven branch and ferry were \$42,112. The net profits were therefore \$43,071 21. The number of passengers carried over both roads was 241,181, none of whom were injured. During the year a new locomotive has been added to the equipment at a cost of \$18,580; also a new baggage car, costing \$1,018 78; two passenger cars rebuilt at an expense of \$4,000; and six new freight cars costing \$3,843 88. During the year 220 tons of rails have been laid at a cost of \$15,621 11. There are 12 miles of the track laid with the fish-ed rails, and the remaining 9 miles will be relaid in the same manner as soon as it is necessary. There have been 8 miles of the track re-graveled to a depth of 8 inches during the year, and all but 2 miles of track has been re-graveled during the past two years, so that the road bed is in excellent condition. The funded debt of the corporation was reduced last year \$10,000, and the whole debt is now \$174,000, with no floating debt.

Compartment Cars on the Boston and New York Line.

The Boston and New York Express Line via Springfield have just had built for their use two elegant compartment cars. A party of twenty or thirty gentlemen comprising representatives of the leading Massachusetts railroads and members of the Boston press, made an excursion in one of these cars yesterday from Boston to Worcester and back, by invitation of Superintendent Firth of the Boston and Albany road. The cars contain six compartments, each of which will accommodate seven persons, and there can be no question that the benefits of such an arrangement for securing comfort and privacy in railway travel will be abundantly appreciated by invalids, families and pleasure parties who wish to be by themselves. The car in which yesterday's trip was made is called "The City of Boston," and the regular trips of this and its companion car will be commenced next week, one of them leaving Boston and the other New York each morning. The cars are beautifully finished and furnished both outside and inside, and their arrangement and construction reflect great credit upon the committee of railroad managers, under whose care they were built, of which committee Superintendent Russell, of the Boston and Albany road, was Chairman, and also upon Wason & Co. of Springfield, the builders. The cost of the cars has been about \$18,000 each, nearly three times the expense of the ordinary sixty seat passenger cars. In several important particulars these cars are believed to be an improvement upon other compartment cars both in this country and Europe. The additional charge to be made for traveling in the compartment cars will be one dollar per seat from Boston to New York, and the whole of any compartment can be secured for a party of six or less by the payment of six dollars.

One most important improvement put in operation in these cars is in regard to the mode of heating. They are heated by a new apparatus lately invented in New York, and which has been in use for several weeks in two of the ordinary passenger cars on the Albany road. This apparatus consists of a substantial wrought iron stove placed under the car, and in this stove is coiled a portion of heating tubes which extend along the sides of the car and under each seat about six inches from the

floor. These pipes are filled with water saturated with salt, to prevent freezing, and the simple action of the fire in the stove causes this liquid to keep in circulation through the pipes, constantly returning to the stove to be reheated. This plan of heating cars is especially adapted to compartment cars, and it so well combines simplicity, economy and safety that it is quite likely to entirely supersede the present plan of heating cars by stoves. The water pipes bring the heat just where it is needed, and the stoves are so arranged that there would be little danger from fire in case of a collision or other accident.

The party yesterday were accompanied by Superintendent Firth and Depot Master Hobart as representatives of the Boston and Albany road, and at Worcester they were met by Hon. D. Waldo Lincoln, Vice President of the road, and taken to the Bay State House, where dinner was served. The car left this city at half-past twelve and returned at half-past five.—*Boston Journal, Feb. 6.*

Peninsular Railway.*To the Directors and Stockholders of the Peninsular Railway Company.*

In accordance with the requirements of our By-laws, and as the President of the company I report to you "the condition and affairs of the company." But little work had been done, or material furnished previous to the last annual meeting.

The report of the Chief Engineer shows that, up to and including the 31st day of December, 1867, there had been completed 1,270 stations, of 100 feet each; that 168,628 cubic yards of earth, 12,956 cubic yards of hard-pan, 9,015 perch of stone and 177 cubic yards of earth below water, for foundations, had been moved; that 156 72-100 acres had been chopped and cleared, and that 9 88-100 acres had been grubbed and cleared; that 3,797 cubic feet of timber, not yet in the work, had been delivered, and that 12,724 cubic feet of timber in structures, had been delivered; that 16 bridges of the total length of 1,829 feet had been completed; that 13 culverts are completed; that 460 lineal feet of piles, not driven are delivered, and that 1,760 lineal feet of piles have been driven; that 4,576 feet of plank have been placed in cattle-guards and foundations, and that 26,154 cross ties have been delivered along the line of the road. His report further shows that the total amount of estimates for work done and material delivered during the year ending on and with the 31st day of December, 1867, amounts to the sum of \$85,166 12.

The report of the Secretary shows that the total amount that has become due to the company upon assessments of stock subscribed, amounts to \$101,200 00, and that the total amount of all orders drawn by him upon the Treasurer for any and all claims against the company up to and including the 11th day of January, 1868, is \$107,398 67.

There have been voted by cities and townships, the following sums to aid the company in building their road, viz:

City of Battle Creek	\$35,800
Township of Battle Creek.....	14,600
" Pennfield	10,700
" Bellevue	12,100
" Carmel	14,400
" Eaton	13,900
" Benton	7,800
City of Lansing	22,200

Total \$131,500

The City of Battle Creek, delivered their bonds to the company on the 15th day of July, 1867, and the Township of Bellevue, on the 18th day of September, 1867. There have been sold by me 341 of the bonds of the City of Battle Creek, and of the Township of Bellevue, each, of the sum of \$100 00 for the gross sum of \$34,474 52. All of the bonds voted to the company by the above mentioned cities and townships bear interest at the rate of ten per centum per annum payable on the 15th day of February of each year. All of

the bonds as yet sold have been sold at their par value, with accrued interest added, less the interest on that interest, from the date of such sale until the time the interest is due and payable, and no difficulty has been experienced and none is anticipated in making sales at that rate.

The report of the Treasurer shows that there has been collected upon subscriptions, the sum of \$60,541 16, leaving on the 11th day of January, 1868, the sum of \$40,658 84, as yet due and unpaid on assessments upon subscriptions. An effort has been made by the Treasurer and Collectors, to collect assessments upon subscriptions without resorting to legal proceedings, having due regard to the "tightness" of the money market; but all stockholders should bear in mind that the company cannot fulfil their agreement with their contractors without prompt payment of subscriptions, nor can the work progress on the road, any faster than money is paid by them, and that those who are the most in arrears in their payments, and they who have not subscribed at all are generally the ones who find the most fault with the company for any delay in not making payments of their liabilities, or that the work is not pushed rapidly enough to suit them. In justice to contractors and to those who are doing our work and furnishing material, and to the enterprise itself, I would respectfully recommend that as soon as the time for the payment of taxes has passed, vigorous measures be resorted to, to enforce the collection of arrears of subscriptions.

The total amount of claims against the company which have been audited, and for which orders have been drawn is \$107,398 67
Amount due on bank note 5,000 00

Total \$112,398 67
Amount paid by the Treasurer \$61,816 17
Amount paid by sale of bonds 82,683 78

Total \$94,449 95
Indebtedness of the company, January 11th, 1868, \$17,948 72. The present resources of the company to meet that indebtedness, and immediately available consist of

Amounts due on subscriptions \$40,658 84
Municipal bonds unsold 13,800 00

Total \$54,458 84
leaving a balance of \$36,515 12, in available assets and due after payment of all the liabilities of the company. In addition to the above balance there is yet to become due to the company from subscriptions and municipal aid, the sum of \$108,900. Making a total sum of assets to complete the work, after paying the above indebtedness of \$145,415 12.

By reference to the reports of the Secretary, Treasurer and Chief Engineer, it will be seen that more than two-thirds of the entire expense of constructing the road bed, purchasing ties and material for the same, right of way, and paying incidental expenses of the entire work from the City of Battle Creek, to the City of Lansing, has been incurred, and paid, leaving the means in our hands for a rapid completion of the work, if promptly paid, and a good surplus for extending our line westward, or for other necessary purposes.

About three-fourths of the entire right of way, including station grounds, (except station ground at Charlotte and Lansing,) have been secured for an aggregate of cash and stock payments of \$12,798 83. Much of the right of way has been generously donated by those interested in the road, while others receiving far greater benefit from its construction have illiberally compelled us to resort to legal proceedings to secure it, and have in each instance received but nominal damages, and much less than had been offered them by the company's agents.

Two-thirds of the road bed is now completed, and nearly all the bridges are finished, and with our present progress, the entire line from this city to Lansing will be ready for iron by the first day of June next. Favorable negotiations for iron

and rolling stock are pending, and it is confidently expected that the company will be able to commence laying track in the Spring, and to continue it without interruption, until the same is laid by mid-summer, to Lansing.

The Peninsular Railway Extension Company completed its organization on the 2d and 3d inst., at this city. Contracts for grading and tying that line from this city to the Indiana State line, are to be let on the 27th inst., and the work will commence on the State line immediately thereafter. The ties for the West end are already contracted.

An agreement was made and entered into, by and between the Directors of the Peninsular Railway Company, and the Directors of the Peninsular Railway Extension Company, on the 3d inst., for the consolidation of said companies, containing terms and conditions mutually satisfactory and advantageous to both contracting parties. The contract is to be submitted to the stockholders of each company for their sanction, at the City of Battle Creek, on the 13th day of February next. I recommend its sanction by the stockholders of this company.

The Peninsular Railroad Company of Indiana have already caused their line to be connected with ours at the State line, and contracts for its construction from South Bend, to connect with our road at that point, are to be let on the 12th day of February next. It is also expected that contracts for the balance of the line in Indiana, will be let as soon as the route shall be surveyed and located by the Board of Directors.

Arrangements are also substantially made for that part of the line which passes through a small part of Illinois and into Chicago.

The Port Huron and Lake Michigan Railroad Company, giving us an outlet from Lansing to Port Huron, have completed over fifty miles of road bed, and 2,000 tons of iron have arrived and are now ready for delivery. Arrangements, I am informed, have been made for the negotiation of sufficient construction bonds to iron and stock that road from Port Huron to Flint, during the Spring and Summer, and for the remainder of the line as fast as the same can be put in readiness for track laying.

The connections hereinbefore mentioned bid fair to give us at an early day, a new "through line" between Port Huron and Chicago.

The Jackson, Lansing and Saginaw Railroad Company have completed their road from Lansing to Saginaw and Bay City, furnishing us facilities for obtaining lumber from the Saginaw Valley, as soon as our road shall be completed to Lansing. The travel between Chicago and Saginaw, and also from Western Michigan to the State Capital, will also pass over the Peninsular Railway, making a saving of thirty-eight miles over the route by Jackson.

A preliminary arrangement has been entered into, by and between the President of the Peninsular Railroad Company of Indiana, the President of the Peninsular Railway Company of Michigan, and the Port Huron and Lake Michigan Railroad Company, subject to the approval of the Boards of said companies, for business purposes as a "through line" between Port Huron and Chicago, the details of which are to be agreed upon in the future.

From the time our line was first contemplated, we have been obliged to contend against the opposition and competition of rival lines, which opposition still continues and opposes obstacles to our progress at every point, where an effort can in any way avail. Our true and only course is to push our line rapidly forward, and by its completion, to put ourselves beyond the reach of competition and opposition from those sources.

I do not feel at liberty to close this report without a proper acknowledgement of the aid received from the directors, officers and employees of the company, since I have acted as your executive officer. The utmost good feeling and unanimity in action has prevailed. The Secretary, Treasurer and Collectors, have been faithful in the discharge of their duties. Directors Cummings and Potter

have rendered valuable services for the company, while the other Directors have at all times been ready and willing to, and have, aided me with their counsel in the difficult discharge of the many duties that have devolved upon me.

To C. F. Miller, Esq., Chief Engineer, I cannot award too much praise for the ability displayed by him in his profession, and for his impartial discharge of his duties, and for the valuable assistance that he has rendered me. His assistants and the employees of the company, in his department, have given the utmost satisfaction.

The contractors on our work, Messrs. Britton & Russell, have so far performed their work in a manner entirely satisfactory to the Chief Engineer and myself, and have proved themselves fully justifying our most ardent expectations. Their work is of the first class, and will compare favorably with any work in any State. They are gentlemen of experience and ability.

All of which is respectfully submitted.

L. D. DIBBLE, President.
Battle Creek, Mich., January 15th, 1868.

Portland and Ogdensburg Railroad.

The projectors of the Portland and Ogdensburg Railroad have not as yet completed the preliminary arrangements for the formal presentation of the matter to the public, although nearly a year has elapsed since the first move in the affair. There has been considerable detail in the consideration of every part of the plan, both as to the surveys, contracts with connecting roads in New Hampshire, Vermont and New York, and we are informed on the best of authority that not until spring or early summer will matters be in a state to call the public meeting for the consideration of the enterprise and the subscription of stock. The special legislation asked of the Maine Legislature has raised up considerable opposition and a remonstrance has been presented to the City Government signed by some one hundred prominent persons, and a copy has been sent to Augusta. We are informed that said remonstrance was obtained through a misapprehension, it being aimed against the Legislature granting the city of Portland authority by a two-thirds vote to take stock or aid the said road, as desired. There exists already such authority, but the projectors desire a re-affirmation of the same so that their contracts may be the more definitely made.

They also ask for authority to enter into contracts (or purchase or lease) with the several roads contemplated and existant between here and Ogdensburg; the same authority other long roads now have. This is in substance what is asked for and many of the remonstrants are now satisfied that they were alarmed without cause. The feasibility of the route via the Notch is much doubted by some, but the projectors are unanimous as to its successful result; no less than eight experienced engineers having indorsed it. Several parties have also made proposals for the construction of the road. Although it will take some time to complete the desired arrangements, the projectors, in conjunction with the railroad committee of citizens chosen last spring, are busy with the work, and will report as soon as possible.—*Portland Correspondent*.

[A] A meeting of the Commissioners of the Deckertown and State Line Railroad was held at Deckertown on the 17th ult. Delegations were sent from Middletown and Goshen. It was voted to open books for subscriptions on the 24th of March, such subscriptions to be the capital stock of the company without designating a route.

[A] The Denton (Md.) *Union* states that at the meeting of the stockholders of the Queenstown and Harrington Railroad, recently held at Ridgeley, the sum of \$25,400 was subscribed to the capital stock of the road. The following officers were elected: President Thomas C. Hambly; Directors, Jno. F. Dawson, Col. R. C. Carter, A. P. Sorden, C. J. Mitchell and Wm. S. Ridgely, Jr.

Ogdensburg and Lake Champlain Railroad.

In consequence of the erection of the elevator at Ogdensburg and the proposed increase of steamers by the Northern Transportation Company on the lakes, this company find it necessary to add largely to the equipment of the road, to give facilities to the increase of business which they must necessarily anticipate. For this purpose they are about to issue \$800,000 of 8 per cent. equipment bonds. The earnings of the road the past year show a large increase over the previous year, and the company are thereby enabled to pay a dividend of 8 per cent., leaving a handsome surplus on hand. The bonds to be issued will be applied only to the purchase of cars and locomotives. The company have no preferred stock to dispose of, except for the exchange of first mortgage bonds.

The earnings for 8 months, ending

Dec. 1, 1867, were	\$726,782 75
And in the corresponding 8 months	
of 1866	675,402 07

Showing a gain of

\$51,380 68

New Jersey Railroads.

The Pemberton and Hightstown Railroad has been completed, and formally opened for business. It connects with the Mount Holly and Pemberton Railroad, and through that road with the Burlington County Railroad, running from Mount Holly to Camden. The distance from Camden to Hightstown over the roads mentioned is about fifty miles. The Camden and Amboy Railroad Company have leased the new road, and it will be worked together with the Mount Holly and Pemberton, also leased by the same company.

[A] A meeting was held in Kingston on the 7th inst. to consider the proposed extension of the Walkill Valley Railroad from its present northern terminus to Kingston. The report of a survey made by Mr. Houston, the engineer employed some months since for that purpose, from Rosendale to Kingston, was presented, and the meeting was addressed by the Hon. Nathan Randall of New York, the Hon. J. Hardenbergh of Kingston and others.

[A] The *Tribune* says that the route of the Midland Railroad has not yet been decided on. There have been several routes surveyed. The shortest is by the way of Otisville and Munson's Gap, in New Jersey, which is said to be six miles shorter than the Middletown course, and ten miles less than the Port Jervis route. The rich grazing districts of Minnisink, Greenville, and Wawayanda are penetrated by the Otisville route.

[A] The people of the counties of Muscatine, Washington, Keokuk, Mahaska, Marion, Madison, Adair, Cass and Pottawattamie, Iowa, met in convention at Oskaloosa on the 23d ult., and determined to build a railroad from Muscatine to Council Bluffs, via Oskaloosa.

[A] The Central Railroad Co. of New Jersey will apply to the New Jersey Legislature for a charter to build a railroad from Elizabeth to Newark. A coal railroad from Rahway is also projected.

[A] It is proposed to build a railroad from Toledo to Crestline, Ohio, to connect with the Pittsburgh, Fort Wayne and Chicago Railway at the latter place.

AMERICAN RAILROAD JOURNAL.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,675,139	-----	-----	Hartford and New Haven...100	\$3,000,000	J. A. J&O	Jan. '68 3	Portl., Saco & Portsmouth...100	\$1,500,000	J. & D.	Dec. '67 3
Allegheny Valley.....50	1,498,400	-----	-----	Hannibal and St. Joseph...100	1,900,000	-----	-----	Providence & Worcester...100	1,800,000	J. & J.	Jan. '68 4
Alt. and St. Louis.....100	126,000	J. A. J&O	Oet. '67 13	Do. do. pref.100	8,235,330	-----	-----	Reading and Columbia...50	665,019	-----	-----
Atlanta and West Point...100	1,232,200	J. & J.	Jul. '67 3	Hanover Branch.....50	116,860	M. & N.	Nov. '67 5	Rensselaer and Saratoga...100	800,000	A. & O.	Apr. '67 2
Atlantic & N. Carolina...100	5,645,225	-----	-----	Housatonic.....100	820,000	-----	-----	Richmond and Danville...100	2,000,000	-----	-----
Attlantic & Gt. Western...50	11,522,150	-----	-----	" pref.....100	1,180,000	J. & J.	Jan. '68 4	Richmand and Peterab...100	847,000	-----	-----
" " " pref.50	1,919,000	-----	-----	Hudson River.....100	13,937,100	A. & O.	Oct. '67 4	Rich, Fred. and Potomac...100	1,041,800	-----	-----
Atlantic & St. Lawrence...100	2,494,900	J. & J.	Jan. '68 2	Hazleton.....50	1,615,000	F. & A.	Feb. '68 3	Rockport.....100	88,460	-----	Nov. '67 2
Angusta and Savannah...100	733,700	J. & J.	Jul. '67 3	Huntingdon & B'd Top...50	494,430	J. & J.	Jul. '67 3	Rome, Water, and O'g'n'b...100	2,385,500	J. & J.	Jan. '68 5
Baltimore and Ohio.....100	16,157,962	A. & O.	Oet. '67 4	" pref.50	190,750	F. & A.	Feb. '68 5	Rutland preferred.....100	-----	F. & A.	Fb. '68 3
Do. Washington Br....100	1,960,000	A. & O.	Oet. '67 6	Illinois Central.....100	23,386,450	M. & N.	Nov. '67 5	S. L. Alt. and T. Haute...100	2,800,000	-----	-----
Baltimore City Passenger...670,000	670,000	-----	-----	Indiana P'sl & Cincinnati...100	1,689,900	M. & N.	Sep. '67 4	St. L. Jack'n. and Chie'o...100	1,469,420	-----	Mar. '67 7
Boston and Chelsea.....100	110,000	A. & O.	Oet. '67 4	Jefferson's, Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 3	Sandusky and Cincinnati...100	2,089,000	-----	-----
Bellefontaine Line.....100	4,420,000	F. & A.	Aug. '67 2	Joliet and Chicago...100	1,500,000	J. A. J&O	Oet. '67 13	" pref.100	393,073	M. & N.	Nov. '67 3
Belvidere Delaware.....997,112	997,112	-----	-----	Joliet & North. Indiana...100	300,000	J. & J.	Jul. '67 4	Sand., Mansf. and Newark...100	900,000	-----	-----
Berkshire.....100	600,000	J. A. J&O	Jan. '68 1	Lackawanna & Bloomsb...100	1,355,000	-----	-----	Saratoga and Hudson R...100	1,026,000	-----	-----
Blossburg & Corning...50	250,000	J. & D.	Dec. '67 2	Lehigh and Mahanoy...50	2,158,565	J. & J.	Jan. '67 7	Saratoga and Whitehall...100	500,000	A. & O.	Apr. '67 2
Boston, Concord & Mont...100	459,600	-----	-----	Lehigh and Susquehanna...50	5,104,050	M. & N.	My. '67 5	Savannah and Charleston...100	1,000,000	-----	-----
Do. do. pref.100	1,340,400	M. & N.	Nov. '67 3	Lehigh Valley.....100	10,734,100	J. A. J&O	Jun. '68 2	Shayukill and Susqueh...50	1,269,150	-----	-----
Boston and Lowell.....500	500	J. & D.	Dec. '67 4	Lehigh Luzerne.....50	344,650	J. & J.	Jan. '68 4	Second and Third St. Ph...50	205,575	J. @ J.	Jan. '68 5
Boston and Maine.....100	4,076,974	J. & J.	Jan. '68 5	Lexington & Frankfort...100	514,640	M. & N.	Nov. '67 3	Shayukill Valley...50	576,050	J. & J.	Jan. '68 2
Boston and Providence...100	3,860,000	J. & J.	Jan. '68 5	Little Miami.....50	5,272,400	J. & D.	Dc. '67 4	Seaboard and Roanoke...100	868,200	-----	-----
Boston and Worcester...100	4,500,000	J. & J.	Jan. '68 5	Little Schuyukill...50	2,846,100	J. & J.	Jan. '68 2	Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '66
Broadway (Boston).....100	3,250,000	-----	-----	Lomb. and South St. (Ph.)...25	90,930	-----	Shamokin V. and Pottv...50	869,450	F. & A.	Ap. '67 2	
Broadwy & 7th Av. (N. Y.)...100	2,100,000	J. & J.	Jul. '67 5	Long Island.....50	8,000,000	F. M. A. N.	Aug. '67 2	Sixth Avenue (N. Y.)...100	750,000	-----	Nov. '67 5
Brooklyn City.....10	1,000,000	F. & A.	A. '67 3	Long Branch & Sea Shore...50	95,194	N'v'y '67 10	-----	South Shore.....100	259,685	-----	-----
Brooklyn City & New'tn...100	395,000	-----	-----	Louisiv. Cin. and Lex...100	48,638	J. & J.	Jul. '67 4	South Western, Georgia...100	3,208,400	F. & A.	Aug. '67 4
Buff., New Yor. & Erie*...100	850,000	M. & N.	N'v'y '67 3	Louisville and Frankfort...50	1,109,594	J. & J.	Jan. '68 3	Southern Mississippi...100	1,000,000	-----	-----
Buffalo and State Line...100	2,200,000	F. & A.	Feb. '68 5	Lowell and Lawrence...100	2,800,000	A. & O.	Oet. '67 3	Staten Island.....100	360,000	J. & J.	Jul. '67 4
Cambridge Horse (Bost'n)...100	727,300	A. & O.	O. '67 4	Macon and Western...100	1,500,000	-----	Syr., Bingham, and N. Y...100	1,200,130	-----	-----	
Camden and Amboy.....100	6,842,200	F. & A.	Feb. '68 5	Maine Central.....100	1,600,860	-----	Taunton Branch.....100	260,000	J. @ J.	Jan. '68 4	
Camden and Atlantic, pref.50	600,000	-----	-----	Manchester & Lawrence...100	1,000,000	M. & N.	Nov. '67 5	Tenn. Haute and Indiana...100	595,922	-----	-----
Cape Cod Branch.....60	721,926	J. & J.	Jan. '68 3	Marietta & Cincinnati...50	2,029,778	M. & S.	Sep. '66 3	Third Avenue (N. Y.)...100	1,750,000	J. @ J.	Jan. '68 8
Catawissa.....50	1,160,000	A. & O.	Oct. '67 3	" 1st pref.50	6,586,135	M. & S.	Sep. '66 3	Thirteenth and Fif. (Ph.)...50	-----	J. @ J.	Jan. '68 1
Catawissa, pref.50	2,200,000	-----	-----	" 2d pref.50	4,051,744	M. & S.	Sep. '66 3	Tol., Peoria and Warew...100	1,650,000	-----	-----
Cayuga & Susquehanna*...50	533,110	J. & J.	Jan. '68 4	Memphis and Charleston...100	5,312,725	M. & S.	Mar. '62 4	" 1st pref.100	1,700,000	-----	-----
Central of Georgia.....100	10,486,300	J. & J.	Jul. '67 5	Memphis and Ohio.....100	1,700,000	-----	" 2d pref.100	908,176	-----	-----	
Central of New Jersey...100	12,000,000	J. A. J&O	Jan. '68 2	Metropolitan (Boston)....100	1,250,000	J. & J.	Jan. '68 5	Tol., Wabash and West...50	5,400,000	-----	-----
Central Ohio.....100	400,000	J. & D.	Dec. '67 3	Michigan Central.....100	7,502,866	J. & J.	Jan. '68 5	" pref.50	1,000,000	M. & N.	N. '67 3
Do. pref.100	-----	-----	Oct. '67 24	Mich. So. & North. Ind....100	9,811,300	F. & A.	Feb. '68 5	Troy and Boston.....100	667,111	-----	-----
Cen. Park, N. & E. River...100	970,000	-----	Oct. '67 24	" pref.100	7,371,000	J. & J.	Jan. '68 4	Troy and Greenbush*...100	274,400	J. & D.	Jun. '67 3
Charlotte & S. Carolina...100	1,201,000	-----	-----	M. Hill & Schuyk. Haven...50	3,775,600	J. & J.	Jan. '68 4	Troy, Salem and Rut'l'd*...100	800,000	A. & O.	Apr. '67 2
Cheshire, preferr...100	2,017,825	Annual	Jan. '68 2	Middlesex (Boston)....100	4,000,000	F. & A.	Aug. '67 5	Union Transport'n (Bos.)...100	2,800,000	-----	-----
Chicago and Alton.....100	3,884,643	M. & S.	Oct. '67 5	Milv. & Prairle du Chien...100	1,570,000	F. & A.	Feb. '67 6	Union Pacific.....100	-----	-----	-----
Chicago and Gt. Eastern...100	4,245,576	M. & S.	Dec. '67 3	" 1st pref.100	3,082,000	-----	-----	Union Pacific (E. D.)...100	-----	-----	-----
Chicago, Burl. & Quincy...100	10,193,010	M. & S.	Jan. '68 5	" 2d pref.100	1,014,000	-----	-----	Union Pacific (Cent. Br.)...100	-----	-----	-----
Chicago, Iowa & Nebra...100	1,000,000	-----	-----	Milw. & St. Paul.....100	3,627,000	J. & J.	Jan. '68 4	Union (Phila.)...100	291,475	J. @ J.	Jan. '68 2
Chicago and Milwaukee*...100	2,227,000	-----	-----	" pref.100	5,371,000	J. & J.	Jan. '67 5	Utica and Black River...100	834,400	J. & J.	Jan. '68 4
Chicago and N. Western...100	13,160,927	-----	-----	M. Hill & Schuyk. Haven...50	3,775,600	J. & J.	Jan. '68 4	Vermont and Canada*...100	2,250,000	J. & D.	Dec. '67 4
" " " pref.100	12,994,719	Annual	Dec. '67 3	Montgomery & W. Point...100	1,419,769	F. & A.	Feb. '67 5	Vermont Central.....100	5,000,000	-----	-----
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Oet. '67 5	New London Northern...100	895,000	F. & A.	Feb. '67 4	Vermont and Massachus...100	2,800,000	J. & J.	Jn. '68 14
Cin. Ham. & Dayton...100	3,129,100	A. & O.	Jan. '68 2	N. O., Opel. & Gt. West'n...100	4,932,425	F. & A.	Feb. '67 3	Vermont Valley.....100	516,164	-----	-----
Cincinnati City Passenger...100	-----	J. & J.	Jan. '68 2	New York Central.....100	6,285,050	F. & A.	Feb. '68 8	Virginia Central.....100	3,253,679	-----	-----
Cincinnati and Zanesville...50	1,600,250	J. & J.	Jan. '68 2	New York and Harlem...100	1,000,000	M. & N.	Nov. '67 5	Virginia and Tennessee...100	3,452,815	-----	-----
Citizens' Passenger (Phil)...100	192,750	F. & A.	Feb. '68 4	" pref.100	1,014,000	-----	Wessex (Mass.)...100	6,710,800	J. & J.	Jan. '68 5	
Cleve., Col. & Cincinnati...100	6,000,000	M. & N.	Nov. '67 4	Milw. & St. Paul.....100	500,000	-----	Western Union.....100	2,687,237	-----	-----	
Cleveland & Mahoning*...50	2,044,600	J. & J.	Jan. '68 4	New Haven & N. London...100	738,538	J. & J.	Jan. '68 4	West Jersey.....100	731,650	-----	Feb. '68 4
Cleve., Palms & Ashta...100	5,000,000	J. & J.	Jan. '68 4	N. Haven & Northampton...100	1,224,100	F. & A.	Feb. '68 5	West Philadelphia...100	249,100	J. & J.	Jan. '68 5
Cleveland and Pittsburg...50	5,043,911	J. & J.	Sep. '67 5	New Jersey.....100	5,000,000	F. & A.	Feb. '68 5	Wilm. and Manchester...100	1,130,479	-----	-----
Cleveland and Toledo*...50	4,841,600	J. & J.	Jan. '68 4	New London Northern...100	895,000	M. & S.	Mar. '68 4	Wilm. and Weldon...100	1,240,233	-----	-----
Col. & Indianapolis Can...100	4,000,000	J. A. J&O	O. '67 24	O. & G. 425,000	1,040,000	F. & A.	Feb. '68 3	Worcester and Nashua...75	1,141,000	J. & J.	Jn. '68 5
Columbus and Xenia*...50	1,786,200	J. & J.	Jan. '68 5	" pref.50	1,600,000	J. & J.	Jan. '68 4	-----	-----	-----	-----
Concord & Portsmouth...100	1,600,000	M. & N.	Nov. '67 5	M. & N.	1,600,000	-----	-----	-----	-----	-----	-----
Coney Island & Brooklyn...100	500,000	J. & J.	Jan. '68 3	" pref.50	1,014,000	-----	-----	-----	-----	-----	-----
Conn. & Passump. Rivers...100	500,000	-----	-----	M. & N.	1,600,000	-----	-----	-----	-----	-----	-----
Do. do. pref.100	1,673,300	-----	-----	" pref.50	1,600,000	-----	-----	-----	-----	-----	-----
Connecticut River.....100	1,650,000	-----	-----	M. & N.	1,600,000	-----	-----	-----	-----	-----	-----
Cumberland and Norwak...100	3,116,900	A. & O.	Oct. '67 4	" pref.50	1,600,000	-----	-----	-----	-----	-----	-----
Dayton and Michigan*...100	2,384,941	J. & J.	Jan. '68 2	M. & N.	1,600,000	-----	-----	-----	-----	-----	-----
Delaware.....50	466,132	J. & J.	Jan. '68 2	" pref.50	1,600,000	-----	-----	-----	-----	-----	-----
Del., Lackaw. & Western...100	11,288,560	J. & J.	Jan. '68 2	M. & N.	1,600,000	-----	-----	-----	-----	-----	-----
Des Moines Valley.....100	1,550,000	J. & J.	Jan. '68 2	" pref.50	1,600,000	-----	-----	-----	-----	-----	-----
Detroit & Milwaukee*...100	45,255	-----	-----	M. & N.	1,600,000	-----	-----	-----	-----	-----	-----
" " " pref.100	1,500,000	-----	-----	" pref.50	1,600,000	-----	-----	-----	-----	-----	-----
D. Deck, E. Bd'w. & Bat...100	1,200,000	-----	-----	" pref.50	1,600,000	-----	-----	-----	-----	-----	-----
Dubuque and Sioux City...100	1,673,641	-----	-----	" pref.50	1,600,000	-----	-----	-----	-----	-----	-----
Do. do. pref.100	1,987,531	-----	-----	" pref.50	1,600,000	-----	-----				

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [----] "not ascertained."

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Interest				Interest			
	Amounts outstanding.	Rate	Payable.	When Payable.	Amounts outstanding.	Rate	Payable.	When Payable.
National Securities, Jan. 1, 1868.					Massachusetts—State Almshouse Loan	100,000	May & Nov.	1872
Loan of Jan. 25, 1847 registered	14,690,842	5	Jan. & July.	1867	—S. Almsh. and State H. Loan	25,000	April & Oct.	1872-74
Loan of Mar. 5, 1848 registered		5	"	1868	—Back Bay Land Loan	220,000	May & Nov.	1882
" " " coupon		5	"	1868	—Lun. Hosp. (W. Mass.)	150,000	April & Oct.	1888
Texas Indemnity, of Sep. 9, 1850 coupon	162,811	5	presentation.	Due	—Funding Loan	75,000	June & Dec.	1888
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	—"	172,000	"	70-72
" " " " coupon		5	"	1874	—Lun. Hosp. and State Prison	94,000	Jan. & July.	1874
Loan of June 22, 1860 registered	7,022,000	5	"	1871	—Lun. Hosp. (W. Mass.)	50,000	June & Dec.	1877
" " " " coupon		5	"	1871	—Union Fund Loan	60,000	Jan. & July.	1877-78
Loan of Feb. 8, 1861 registered	18,415,000	5	"	1851	—Coast Defense Loan	85,000	"	1883
" " " " coupon		5	"	1881	—Bounty Fund Loan	200,000	"	1888
Oregon War Bonds of March 8, 1861	1,016,000	5	"	1881	—"	4,379,500	May & Nov.	1894
" " " " " yearly		5	July.	1881	—"	3,996,000	"	1894
Loan of July 17, 1861 registered	264,245,000	5	Jan. & July.	1881	—Union Fund Loan	850,000	Jan. & July.	71-73
" " " " " coupon		5	"	1881	—"	2,150,000	"	74-76
Loan of Feb. 25, 1862 (5-20s) registered		5	May & Nov.	1882	—War Loan (currency)	2,113,000	Mar. & Sept.	78-86
" " " " " coupon		5	"	1882	—Western R.R. Loan (sterling)	4,319,520	April & Oct.	68-71
Loan of Mar. 8, 1864 (5-20s) registered	1,737,384,750	5	May & Nov.	1884	—Eastern R.R. Loan	275,000	Jan. & July.	69-71
" " " " " coupon		5	"	1884	—Southern Vermont R.R.	200,000	April & Oct.	1890
Loan of March 8, 1865 (5-20s) registered		5	May & Nov.	1885	—Troy and Greenfield R.R.	96,500	"	91-92
" " " " " coupon		5	"	1885	—"	554,180	"	88-90
" " 2d series (5-20s) registered		5	Jan. & July.	1886	Michigan—Sault Canal Bonds	160,000	Jan. & July.	1878
" " " " " coupon		5	"	1886	—Renewal Bonds	216,000	"	1878
" " 3d series (5-20s) registered		5	"	1887	—Two Million Loan Bonds	1,750,000	"	78-83
" " " " " coupon		5	"	1887	—"	256,000	"	91-92
Loan of March 8, 1864 (10-40s) registered	177,907,800	5	Mar. & Sept.	1904	—War Loan Bonds	1,111,500	7	98
Pacific R. R. Bonds (currency)	20,713,000	5	Jan. & July.	1886	—Bounty Loan Bonds	463,000	7	May & Nov.
Treas'y Note: (1-30s) June 50, '61: 2d series	283,268,450	7.3	June & Dec.	1886	—State Building Loan	100,000	7	Jan. & July.
Matured Debt not presented		7.2	Jan. & July.	1886	—Railroad Loan Bonds	2,275,000	7	1888
Gold Certificates of Deposit	20,104,580		presentation.	1886	Mississippi—State Bonds (Planters' Bank) (Union Bank)	2,000,000	6	41-71
Coupon Interest Notes 1864-'65	46,244,730		At maturity.	8 yrs	—State Bonds	5,000,000	Var.	
United States Notes (greenbacks)	356,159,127				—Hannibal and St. Joseph R.R.	622,000	6	Jan. & July.
Three per cent certificates	23,265,000				—Pacific R.R.	3,000,000	"	81-85
Fractional currency	81,597,584				—Southwestern R.R.	7,000,000	"	81-87
Navy Pension Fund	18,900,000				—North Missouri R.R.	4,500,000	"	88-92
State Securities, latest.								
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	—Iron Mountain R.R.	3,500,000	"	83-89
" " " (extended) "	1,941,000	5	"	1883	—Calo and Fulton R.R.	650,000	"	83-87
" " " funded coup.	437,850	5	"	1887	—Platte County R.R.	700,000	"	1887
" " " (sterling) "	648,000	5	Jan. & July.	1876	New Hampshire—War Loan of July 1, 1861	1,184,100	6	67-78
" " " (") "	688,000	5	"	1876	—"	600,000	6	May & Nov.
Arkansas—Bank Loan (real estate) coupon (State Bank)	599,000	5	April & Oct.	1861	—"	603,000	6	84-89
California—Civil Bonds of 1857—coupon	610,000	6	Jan. & July.	1868	—"	603,500	6	99
" " " 1860—	198,500	7	Jan. & July.	1877	New Jersey—War Loan of 1861 (free)	1,795,900	6	68-74
" " " Soldiers Relief Bonds	1,648,500	7	"	1880	—"	1,002,900	6	100
Connecticut—W. R. Bonds of May, 1861	2,000,000	6	Jan. & July.	1861	—"	793,400	6	79-84
" " " Oct. 1861	2,000,000	6	"	1861	New Jersey—War Loan of 1861 (free)	1,795,900	6	97-02
" " " Nov. 1863	2,000,000	6	"	1863	—"	1,002,900	6	80-86
" " " May, 1864	2,000,000	6	April & Oct.	1864	—General Fund Bonds	700,000	7	97-02
" " " May, 1865 (free)	2,000,000	6	"	1865	—Bounty Fund Bonds	2,559,000	7	1877
Florida—State Bonds coupon	370,617	5	Jan. & July.	var.	—General Fund Bonds	27,725,500	7	108
Georgia—State Bonds (Railroad) coupon (Act Mar. 12, '65)	276,000	7	various.	72-74	—Canal Fund Bonds	1,186,780	6	pleas
" " " (Railroad)	3,080,000	7	Jan. & July.	1886	—General Fund Bonds	500,000	6	1868
" " " (Railroad)	1,669,000	6	"	1886	—Cana und Bonds	803,000	6	1878
" " " (Sterling)	734,000	6	Feb. & Aug.	73-86	—"	3,050,000	6	1873
Illinois—Ill. and Mich. Consol. coupon	72,000	5	Mar. & Sept.	1889	—"	6,000,000	6	1874
" " " registered	1,157,233	5	Jan. & July.	1870	—General Fund Bonds	2,250,000	6	1874
" " " State Bonds coupon	1,229,657	5	"	1870	—General Fund Bonds	1,490,000	6	1874
" " " War Loan Bonds	949,910	6	"	1870	—General Fund Bonds	909,607	6	1874
Indiana—State Bonds coupon	437,253	6	"	1870	—General Fund Bonds	442,600	6	1874
" " " War Loan Bonds	945,200	6	"	1870	—General Fund Bonds	900,000	6	1875
Indians—State Bonds coupon	1,191,932	2	Jan. & July.	1866	—General Fund Bonds	860,000	6	1875
" " " " "	3,828,336	5	"	1866	—General Fund Bonds	1,163,000	5	J. A. J. & O.
Iowa—State Bonds coupon	309,000	5	May & Nov.	1886	—General Fund Bonds	167,000	5	1871
Kansas—State Bonds coupon	180,000	7	Jan. & July.	1868	—General Fund Bonds	4,500,000	5	1874
" " " War Loan Bonds	300,000	7	"	1881	—North Carolina—State Bonds	366,000	5	Var.
Louisiana—State Bonds (Banks) coupon	99,945	5	Jan. & July.	1875	—State Bonds	8,324,000	6	69-78
" " " (Railroads)	2,923,000	5	"	1875	—State Bonds, 1st series	650,000	6	Jan. & July.
" " " (Schools, &c.)	665,000	5	Feb. & Aug.	78-86	—2d series	1,283,532	6	1870
" " " (Lev. es)	1,900,000	5	Jan. & July.	1897	—3d series	1,600,000	6	1875
" " " (New)	892,800	5	"	1888	—4th series	4,096,309	6	1881
Maine—Mass. Land Debt of '63 coupon	150,000	5	October.	67-72	—Oregon—State Bonds (Relief and Bounty)	218,674	6	1873
" " " Civil Loans of 1855-'56 coupon	174,000	5	Mar. & Sept.	67-71	—Pennsylvania—State Bonds	4,993,000	6	77-82
" " " 1857-61 "	171,000	5	"	67-71	—State Bonds registered	5,053,952	5	69-70
" " " War Loan of 1861 "	800,000	5	May & Nov.	1870	—Inclined Plane-Bonds	400,000	6	1879
" " " Military Bonds "	525,000	5	April & Oct.	67-73	—State Bonds, 1st series	92,850	6	1879
Louisiana—State Bonds (Banks) coupon	4,832,983	5	"	67-73	—2d series	99,430	5	1882
" " " (Railroads)	2,923,000	5	6	67-73	—3d series	720,983	5	1882
" " " (Schools, &c.)	665,000	5	6	67-73	—1st series	4,907,150	5	1877
" " " (Lev. es)	1,900,000	5	6	67-73	—2d series	7,099,520	5	1882
" " " (New)	892,800	5	6	67-73	—3d series	9,270,017	5	1877
Maine—Mass. Land Debt of '63 coupon	150,000	5	"	68-72	—Military Loan Bonds	3,000,000	5	1917
" " " Civil Loans of 1855-'56 coupon	174,000	5	6	68-72	—Rhode Island—State War Bonds of 1861	461,000	6	1879
" " " 1857-61 "	171,000	5	6	68-72	—	1,192,000	6	1879
" " " War Loan of 1861 "	800,000	5	6	68-72	—	268,000	6	1879
" " " Bounty Loan of 1863 "	525,000	5	6	68-72	—	776,000	6	1879
" " " War Loan of 1864 "	4,75,000	5	6	68-72	—	917,000	6	1879
Maryland—State Bonds (Balt. & Susq. R.R.)	2,532,500	5	6	68-72	—South Carolina—Free Loan Bonds	798,308	6	1879
" " " (B. & T. W. Can.) sterl.	315,000	5	6	68-72	—State Bonds (various)	3,275,000	6	1879
" " " (Balt. and Ohio R.R.)	1,017,622	5	6	68-72	—	1,210,303	6	1879
" " " (R. R. various)	24,000	5	6	68-72	—	1,949,430	5	1879
" " " (C. & O. Can.) sterl.	1,465,507	5	6	68-72	Tennessee—State Bonds	239,167	5	1879
" " " (C. & O. Can.) sterl.	120,000	5	6	68-72	—	1,762,000	6	1879
" " " (B. & O. R.R.) sterl.	159,974	5	6	68-72	—	14,906,000	6	1879
" " " (C. and O. Can.) "	3,271,393	5	6	68-72	Railroad, &c., Loan Bonds	2,207,000	6	1879
" " " (Ohio & Cinc.)	3,259,016	5	6	68-72	—New Bonds	6,000,000	6	1879
" " " (Balt. & Susq. R.R.)	2,000,000	6	6	68-72	Vermont—State War Bonds	1,567,400	6	1879
" " " (Bounty)	501,000	6	6	68-72	Virginia—State Bonds (sterling)	1,865,000	6	1879
" " " (Oches. & Ohio Can.)	30,000	6	6	68-72	—	462,250	5	1879
" " " (Balt. & Susq. R.R.)	429,683	6	6	68-72	—	108,000	5	1879
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	—	21,663,398	6	1879
" " " General Statutes Loan	21,000	5	6	68-72	—	10,900,000	6	1879
" " " Funding Loan	17,000	5	Jan. & July.	1870	—	1,378,500	6	1879
" " " " "		5	Jan. & July.	1870	—	489,300	6	1879
" " " " "		5	June & Dec.	1872	—	89,600	6	1879
" " " " "		5	6	68-72	Wisconsin—State Bond	406,100	6	1879

RAILROAD EARNINGS—MONTHLY.

Atlantic and Great Western :	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.	
1864.....	150,713	164,438	166,493	194,992	200,807	265,626	295,512	354,408	401,103	357,233	353,344	328,822	3,235,492	
1865.....	289,445	347,311	482,340	355,045	472,493	410,800	493,882	508,584	541,481	675,446	684,243	676,365	5,825,325	
1866.....	475,041	483,279	385,991	412,821	464,507	493,243	466,898	568,680	533,150	599,670	474,056	388,573	5,696,119	
1867.....	377,852	380,190	489,855	407,018	468,102	383,396	400,550	461,879	488,177	488,917	474,134	350,937	5,187,567	
Chicago and Alton :														
1863.....	109,850	101,255	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	155,869	163,204	1,673,705	
1864.....	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,166	354,554	320,879	307,808	262,015	2,770,484	
1865.....	280,503	275,283	299,083	258,480	322,278	355,270	336,985	409,261	401,280	357,966	307,919	236,824	3,840,092	
1866.....	226,163	222,241	290,111	280,249	329,561	371,544	321,597	387,269	322,898	360,923	325,080	271,247	3,896,158	
1867.....	240,285	142,947	238,862	233,921	338,691	543,471	356,142	421,484	422,164	430,108	364,196	302,408	8,884,122	
Chicago, Rock Island and Pacific :														
1863.....	140,024	130,225	122,512	128,798	144,995	170,937	189,142	160,306	210,729	216,030	196,435	201,134	1,959,287	
1864.....	158,736	175,482	243,150	165,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,096,470	
1865.....	305,554	246,331	289,408	196,680	234,612	321,818	244,121	306,231	389,459	307,523	270,073	201,770	3,818,514	
1866.....	241,335	183,335	267,230	209,099	277,506	306,688	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922	
1867.....	292,047	224,631	272,464	250,283	251,916	281,488	274,800	404,600	566,408	415,400	351,800	4,153,512		
Chicago and Northwestern :														
1863.....	273,876	317,839	390,865	421,388	466,830	565,145	480,710	519,808	689,605	729,759	716,378	568,400	6,114,566	
1864.....	541,005	482,184	499,296	468,369	585,023	747,942	702,691	767,508	946,707	932,682	754,671	547,842	7,976,490	
1865.....	522,566	399,917	523,745	537,519	558,948	625,988	508,524	797,476	1,000,086	1,200,216	1,010,892	712,269	9,299,430	
1866.....	696,147	574,684	765,398	774,279	895,712	893,357	800,326	1,038,924	1,451,284	1,508,983	1,210,387	918,098	11,582,348	
Chicago and Great Eastern :														
1863.....	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,886	60,895	528,364	
1864.....	47,393	56,565	67,822	61,812	59,182	58,178	53,518	88,488	87,037	97,876	94,643	78,111	850,495	
1865.....	77,878	77,242	88,450	75,514	76,674	91,937	91,075	97,145	106,389	118,810	116,293	91,564	1,103,821	
1866.....	90,415	79,430	110,079	107,072	120,460	118,608	86,087	107,062	104,547	182,725	138,897	128,785	1,317,102	
1867.....	95,223	80,928	93,872	103,164	90,583	87,784	81,600	94,867	120,495	143,605	-----	-----	-----	
Des Moines Valley :														
1866.....	40,129	29,102	37,501	39,800	40,458	39,830	41,212	43,580	65,095	80,588	73,140	50,296	660,271	
1867.....	49,694	36,098	56,859	59,196	61,447	63,990	58,683	69,018	71,112	81,676	80,867	61,955	735,605	
Erie :														
1863.....	846,695	829,949	956,445	948,059	848,783	770,148	731,243	887,092	816,801	965,204	1,024,649	1,035,821	10,469,481	
1864.....	984,837	984,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,864	1,301,005	1,222,568	1,224,909	1,284,217	18,429,648	
1865.....	1,001,007	947,148	1,256,588	1,455,455	1,133,461	1,177,372	1,202,180	1,331,046	1,386,616	1,438,689	1,622,472	1,429,765	15,434,775	
1866.....	including Buffalo Division ..	1,185,746	987,983	1,070,917	1,163,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,118	14,596,412
1867.....	including Buffalo Division ..	906,795	917,630	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,149,024	1,444,745	1,498,716	1,421,881	1,041,846	14,189,300
Illinois Central :														
1863.....	299,944	271,085	275,643	280,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028	
1864.....	327,900	416,588	469,782	422,797	466,872	510,100	428,578	640,179	759,226	661,391	657,141	603,402	6,329,447	
1865.....	571,530	528,972	618,665	518,605	460,573	617,682	578,403	747,469	739,736	641,689	643,887	518,088	7,181,208	
1866.....	603,053	508,266	505,465	411,605	569,250	567,679	480,626	575,253	571,348	661,971	588,219	504,068	6,546,741	
1867.....	660,438	554,201	417,352	420,365	477,507	496,616	497,879	684,377	705,359	761,490	679,160	-----	-----	
Marietta and Cincinnati :														
1863.....	38,203	53,778	60,540	64,306	35,328	40,706	58,704	52,864	77,112	83,050	76,784	68,863	710,925	
1864.....	77,010	74,409	89,901	72,389	83,963	78,697	91,809	90,972	93,078	93,548	96,908	96,453	1,681,165	
1865.....	96,672	87,791	98,763	78,607	76,248	107,525	104,608	115,184	125,525	116,495	116,146	105,767	1,224,065	
1866.....	90,411	85,447	84,351	81,181	98,388	108,373	98,043	106,921	104,866	113,504	112,952	128,802	1,201,230	
1867.....	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,713	121,217	142,233	132,387	123,983	1,238,971	
Milwaukee and Prairie du Chien :														
1863.....	102,749	116,185	88,221	140,418	186,747	212,209	189,547	113,399	168,218	178,526	149,099	117,013	1,711,281	
1864.....	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,596	228,840	110,664	1,985,712	
1865.....	121,176	84,597	72,185	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,564	93,787	1,988,900	
1866.....	143,000	85,000	72,000	87,510	119,104	114,679	121,000	118,707	277,300	-----	-----	-----	-----	
Michigan Southern & Northern Indiana :														
1863.....	248,784	230,508	557,227	288,613	284,886	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,802,543	
1864.....	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	445,984	411,806	4,120,152	
1865.....	308,996	366,361	413,974	365,190	365,180	361,484	387,095	301,613	418,575	486,808	524,760	351,799	4,828,722	
1866.....	312,846	277,234	412,715	418,970	418,024	384,684	338,588	384,401	429,177	496,855	429,546	352,218	4,650,318	
1867.....	306,857	311,083	379,761	391,163	358,952	384,977	314,021	398,998	461,778	506,293	412,934	320,373	4,612,744	
Michigan Central :														
1863.....	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	5,168,065	
1864.....	252,435	278,548	348,802	338,276	271,553	265,780	263,244	346,781	405,448	410,802	405,510	376,470	3,970,040	
1865.....	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	476,651	490,694	447,670	323,470	4,520,550	
1866.....	282,439	265,796	323,158	543,737	365,196	325,088	324,986	359,646	429,161	493,640	414,604	308,899	4,260,115	
1867.....	304,025	283,661	375,210	362,733	338,952	384,977	314,021	398,998	461,778	506,293	412,934	320,373	4,612,078	
Milwaukee and St. Paul :														
1864.....	51,965	46,474	64,993	83,202	131,443	128,970	610,417	749,571	752,841	802,744	1,018,375	968,228	1,002,768	9,693,244
1865.....	98,181	86,528	96,905	106,269	208,018	231,562	251,908	241,870	500,841	595,579	346,717	171,125	2,583,601	
1866.....	131,707	128,404	123,967	121,583	245,622	244,37								

AMERICAN RAILROAD BOND LIST.

1 signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.			Description.	Amount.	Interest.	Interest.			
			When payable.	Where payable.	Due.				When payable.	Where payable.	Due.	
Alabama and Florida:						Chicago and Milwaukee:						
Mortgage	\$300,000	7			1867	1st General Mort	1,726,000	7	Jan. & July.	New York	1868	
Convert. (guar. by Dir.)	150,000	7			1868	Chicago and Great Eastern:	5,800,000	7	Apr. & Oct.	New York	1865	
Alabama and Tenn. Rivers:						1st Mortgage	1,897,000	7	Jan. & July.	New York	1870	
1st Mortgage convertible	883,000	7	Jan. & July.	New York	1872	Chicago and Rock Island:	1,897,000	8	Jan. & July.	New York	100	
2d Mortgage	225,705	8			1864	1st Mortgage	47,000	8	May & Nov.	"	var.	
Albany and Susquehanna:						Income bonds	6,899,000	7	Jan. & July.	"	var.	
Mortgage	2,114,000	7	April & Oct.	Albany	1883	1st Mort. (C. R. I. & Pa.)	1,250,000	7	Feb. & Aug.	New York	1866	
Allegheny Valley:						Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	94	
1st Mortgage	398,000	7	April & Oct.	Pittsburg	1891	General 1st Mortgage	3,600,000	7	"	"	86	
Atlantic and Gt. Western:						Funded Coupon Bonds	756,000	7	May & Nov.	"	87	
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London	1879	Consolidated Sinking Fund	2,040,000	7	F. M. A. & N	"	1915	
2d Mortgage	774,700	7	April & Oct.	"	1881	Equipment Bonds	163,000	7	Apr. & Oct.	"	1874	
1st Mortgage, Penn.	2,524,800	7	"	"	1877	Equipment Bonds	2,200,000	10	May & Nov.	"	1887	
2d Mortgage	918,500	7	Jan. & July.	"	1882	Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	
1st Mortgage, Franklin Branch	349,000	7	Jane & Dec.	"	1882	Green Bay Extension Bonds	300,000	7	"	"	82	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York	1876	Flagg Trust Bonds	200,000	8	Jan. & July.	"	76	
2d Mortgage	2,880,000	7	Jan. & July.	"	1883	Cincinnati, Hamilton and Dayton:	1,250,000	7	May & Nov.	New York	1880	
1st Mortgage, Buffalo Exten'd.	1,492,000	7	Feb. & Aug.	"	1884	2d Mortgage	500,000	8	"	"	90	
1st Mortgage, Silver Creek	200,000	7	March & Sept.	"	1884	3d Mortgage	500,000	8	"	"	1877	
Consolidated Bonds	16,833,500	7	Quarterly.	London	1890	Cincinnati, and Zanesville:	1,800,000	7	May & Nov.	New York	1893	
Atlantic and St. Lawrence:						1st Mortgage	1,800,000	7	May & Nov.	New York	---	
Dollar Bonds (Coupon)	968,000	6	April & Oct.	Portland	1866	Oleveland and Mahoning:	350,000	7	Feb. & Aug.	New York	1873	
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London	1878	1st Mortgage	587,000	8	March & Sept.	"	1876	
City of Portland Loan (Coupon)	1,000,000	6	Various.	N. Y., P. & B.	'68-'70	3d Mortgage	105,600	7	"	"	---	
Baltimore and Ohio:						Hubbard Branch	-----				---	
Maryland Sterling B'ds of 1833-	8,000,000	5	Ja. Ap. Ju.Oc.	London	1838	Clev. Painesville and Ashtabula:	600,000	7	Jan. & July.	New York	1878	
Mortgage Coupon	1,744,500	6	April & Oct.	Baltimore	1885	Sp. (Sunbury and Erie)	1,000,000	7	"	"	1890	
" "	602,000	6	Jan. & July.	"	1880	Dividend Mortgage	-----				---	
" "	894,260	6	Jan. & July.	"	1876	Oleveland and Pitsburgh:	1,129,000	7	March & Sept.	New York	1873	
" "	821,261	6	Ja. Ap. Ju.Oc.	"	1867	2d Mort. (M. L.) or 1st Extension	1,619,500	7	"	"	1875	
Balt. City Loan of 1855	6,000,000	6	Jan. & July.	"	1890	3d Mort. (M. L.) or 2d Extension	1,107,646	6	Jan. & July.	"	1892	
Bay de Noquet and Marquette:						4th Mort. (M. L.) or 3d Extension	-----				77	
Income	100,000	8	April & Oct.	Boston	1870	Clev. Columbus and Cin.:	450,000	7	Jan. & July.	New York	'64-'90	
Bellefontaine and Indiana:						1st Mortgage, Coupon	-----				---	
1st Mortgage extended	1,225,000	7	Jan. & July.	New York	'70-'90	Cleveland and Toledo:	27,000	7	April & Oct.	New York	1867	
2d Mortgage	433,000	7	"	"	1870	Junction 1st Mortgage 1st Div.	126,000	7	Jan. & Dec.	"	1872	
Income bonds	87,000				1870	O. & T. Mortgage Bonds	692,000	7	April & Oct.	"	1886	
Belvidere Delaware:						C. and T. Income (convertible)	6,000	7	March & Sept.	"	1870	
1st Mort. (guar. O. and A.)	1,000,000	6	June & Dec.	New York	1867	C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	"	1886	
2d Mortgage (do.)	600,000	6	March & Sept.	Princeton	1885	Columbus and Indiana Central:	-----				102	
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1887	1st mortgage	3,200,000	7	Jan. & July.	New York	---	
Boston Concord and Montreal:						2d mortgage	1,000,000	7	May & Nov.	"	---	
1st Mortgage	61,000	6	Feb. & Aug.	Boston	1865	Columbus and Xenia:	248,000	6	March & Sep.	Columbus	1890	
1st Mortgage	800,000	7	"	New York	1865	Mortgage	50,000	6	March & Sept.	Boston	1878	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston	1870	Connecticut River:	50,000	6	June & Dec.	Boston	1876	
2d Mortgage Coupons	250,000	7	"	New York	1870	Conn. Connectic't and Passump. Rivers:	573,800	6	June & Dec.	Boston	98	
Sinking Fund	336,000	6	"	Boston	1889	1st Mortgage	-----				---	
Boston and Lowell:						2d Mortgage	161,000	8	April & Oct.	Philadelphia	1904	
Mortgage	440,000	6	Jan. & July.	Boston	1873	2d Mortgage	109,500	8	"	"	105	
" Bradford and Pittsburgh	200,000	6	April & Oct.	"	1873	Dayton and Michigan:	283,000	7	Jan. & July.	New York	1867	
1st Mortgage	1,766,000	7	Jan. & July.	New York	1866	1st Mortgage	2,589,000	7	"	"	88	
Buffalo, New York and Erie:						2d Mortgage	642,000	7	"	"	87	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York	1877	3d Mortgage	169,500	7	"	"	---	
2d Mortgage coupon	380,000	7	May & Nov.	"	1872	Toledo depot bonds	-----				---	
Buffalo and State Line:						Dayton and Western:	289,000	7	March & Sept.	New York	1882	
1st Mortgage	500,000	7	April & Oct.	New York	1866	1st Mortgage	250,000	7	June & Dec.	"	40	
Income (\$ in '69, \$ in '72)	200,000	7	Jan. & July.	"	1872	2d Mortgage	-----				---	
Special Erie and North-East	149,000	7	"	"	1872	1st Mort. guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia	1875	
Burlington and Missouri:						Guaranteed	100,000	6	"	"	90	
New Land Mortgage	1,429,000	7	April & Oct.	New York	1870	State Loan	170,000	6	"	"	1876	
Convertible bonds	600,000	7	Jan. & July.	"	1870	Delaware, Lackawanna and Wn:	1st Mortgage (Leak. & Western)	572,000	7	Jan. & July.	New York	1871
Old Road bonds	121,160	7			1870	1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	"	1875	
Camden and Amboy:						2d Mortgage	1,668,000	7	March & Sept.	"	97	
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London	1880	Des Moines Valley:	281,000	8	April & Oct.	New York	1877	
American Loan	3,335	6	"	New York	1864	1st Mortgage coupon	2,310,000	8	Jan. & July.	"	97	
Loan for \$600,000	210,600	6	"	"	1867	Income	462,000	7	Jan. & July.	"	84	
" "	800,000	6	"	"	1870	Detroit and Milwaukee:	2,500,000	7	Jan. & July.	Philadelphia	1875	
" "	875,000	6	"	"	1875	1st Mortgage (convertible)	1,000,000	8	"	"	90	
" "	11,700,000	6	"	"	1875	2d Mortgage	750,000	10	"	"	1883	
" "	82,500,000	6	"	"	1875	3d Mortgage (convertible)	500,000	8	"	"	98	
Consolid. Mort. Loan \$5,000,000	4,437,500	6	June & Dec.	"	4th Mortgage (W. R. R.)	500,000	8	"	"	1883	---	
Camden and Atlantic:						Dubuque and Sioux City:	-----				---	
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York	1883	
2d Mortgage	498,000	6	April & Oct.	"	1872	Construction bonds, 2d Div'n.	660,000	-----			87	
Catisswa:						Eastern (Mass.):	-----				---	
1st Mortgage	279,000	7	May & Nov.	Philadelphia	1882	2d Mortgage (convertible)	420,000	5	Jan. & July.	London	1872	
Central of New Jersey:						3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston	1874	
1st Mortgage	900,000	7	Feb. & Aug.	New York	1870	1st M.(State) \$75,000 a yr after '64	425,000	5	Ja. Ap. Ju.Oc.	"	91	
2d Mortgage	600,000	7	May & Nov.	"	1882	Essex Railroad Bonds	214,000	6	"	"	1876	
Central Ohio:						East Tennessee and Georgia:	139,480	-----			---	
1st Mortgage W Div.	460,000	7	May & Nov.	Zanesville	1890	Mortgage (Ordinary)	780,490	-----			---	
1st Mortgage E Div.	800,000	7	Feb. & Aug.	"	1865	State of Tennessee Bonds	1,399,000	6	"	"	---	
2d Mortgage	800,000	7	March & Sept.	Baltimore	1886	Endorsed by State of Tennessee	185,000	-----			---	
3d Mortgage (S. F.)	950,000	7	"	"	1886	1st Mortgage (after State):	74,000	-----			---	
4th Mortgage (S. F.)	1,365,800	7	"	"	1886	2d Mortgage bonds	14,000	-----			---	
Income	1,192,300	7	Jan. & July.	"	1875	Elmira and Williamsport:	-----				---	
Central Pacific of California:					57-90	1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia	1880	
1st Mortgage	1,266,000	6	Jan. & July.	New York	1896	Five per cent bonds	570,000	5	April & Oct.	"	91	
Convertible bonds	1,600,000	7	"	"	1888	Erie and North-East:	-----				60	
Cheshire:					1888	Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York	61-70	
Bonds of '75, '77, '80	675,200	6	Jan. & July.	Boston	1875	Mortgage Bonds	1,090,000	7	May & Nov.	"	1869	
Chicago, Burlington & Quincy:					75-'90	Mortgage Bonds	150,000	7	Feb. & Aug.	"	1881	
Trust Mort. B. F. convertible	194,000	5	Jan. & July.	New York	1888	Florida:	1,055,000	7	"	"	82	
" " " inconvertible	3,123,000	5	"	"	1888	Internal Improvement (State):	1,055,000	8	"	"	1891	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	Frankfort o.M.	1890	Free Land, 3d Mortgage	1,000,000	8	"	"	1891	
All Mortgage, inconvertible	941,000	4	July.	Frankfort o.M.	1890	1st Mortgage	-----				---	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York	1867	2d Mortgage	-----				---	
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	"	1868	3d Mortgage	-----				---	
C. B. & Q. Scrip	413,250	7	Jan. & July.	Frankfort o.M.	1890	4th Mortgage	-----				---	
Chicago and Alton:						Income	-----				---	
1st Mortgage	2,400,000	7	Jan. & July.	New York	1893	5d Mortgage	-----				---	
1st Mortgage pref. S. F.	485,000	7	May & Nov.	"	1877	Florida:	150,000	7	Feb. & Aug.	"	1881	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount	Interest.	Interest.				Description.	Amount	Interest.	Interest.			
			When payable.	Where payable.	Due.	Price.				When payable.	Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.: Internal Improvement (State)	\$300,000	7	---	---	1891	---	Memphis and Charleston State [Tenn.] Loan	\$1,505,530	6	Jan. & July.	New York.	1892	---
Free Land, 2d Mortgage	200,000	8	---	---	1891	---	1st Mortgage	1,254,000	7	May & Nov.	"	1880	---
Galen and Chicago Union:							2d Mortgage	237,000	7	Jan. & July.	"	1885	---
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	99	Michigan Central:						
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	"	1875	97	1st Mortgage sterling	467,480	6	Jan. & July.	London.	1872	---
Elgin and State Line	189,000	7	Jan. & July.	"	1879	---	1st Mortgage Stg (convertible)	500,000	6	March & Sept.	"	1869	---
Mississippi River Bridge	200,000	7	Jan. & July.	"	1884	---	1st Mortgage (convert.) Dollar	1,771,000	8	"	N.Y. & Boston	1869	110
Great Western, Ill.:							1st Mortgage (convert.) Dollar	238,000	8	April & Oct.	"	1882	110
1st Mortgage Western Division Eastern	1,000,000	10	April & Oct.	New York.	1868	101	1st Mortgage (S. F.) convertible	4,231,500	8	"	"	1882	110
1st Mortgage whole line	45,000	7	Feb. & Aug.	"	1888	---	Mich. Southern and N'N Indians:						
2d Mortgage " "	2,500,000	7	May & Nov.	"	1893	77	Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	---
Hannibal and St. Joseph: Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	78-78	80	Goshen Air Line	851,000	7	Feb. & Aug.	"	1868	97
Land Security	3,344,000	7	April & Oct.	"	1881	96	Detroit and Toledo	924,000	7	"	"	1876	88
Convertible Bonds	822,000	7	Jan. & July.	"	1888	97	1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	"	1885	93
Harrisburg and Lancaster: New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90	2d General Mortgage	2,666,000	7	"	"	1877	93
Hartford and New Haven: 1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	Milwaukee and St. Paul:						
Housatonic: 1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	---	1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1892	90
Houston and Texas Central: State (1st Lien) Loan	210,000	7	---	---	1866	---	2d Mortgage	1,500,500	7	April & Oct.	"	1884	73
Mortgage	125,000	7	---	---	1866	---	Real Estate Purchase	136,500	---			1874	---
Hudson River: 1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	68-70	102	1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	89
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	103	Minnesota and Pacific						
3d Mortgage	1,840,000	7	May & Nov.	"	1875	99	Real Estate	1,200,000	7	Jan. & July.	"	1892	61
Convertible	1,002,000	7	"	"	1867	104	Mississippi Central:						
Illinoian Central: Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	---	1st Mortgage	1,246,000	7	May & Nov.	New York.	---	---
Construction	6,682,500	7	April & Oct.	London.	1875	---	2d Mortgage	1,517,000	7	Feb. & Aug.	"	---	---
Construction	2,523,000	6	"	New York.	1876	115	Mississippi Central and Tenn.: State (Tenn.) Loan	529,000	6				
Redemption bonds	2,563,000	6	"	"	1890	---	Mississippi and Missouri: 1st Mortgage (convertible)	1,000,000	7		New York.	---	---
Sterling Redemption bonds	358,500	7	"	"	London.	1875	2d Mortgage (S. F.)	400,000	8		"	---	---
Illinois and Southern Iowa: 1st Mortgage	300,000	7	Feb. & Aug.	New York.	1892	74	1st Land Grant	2,612,000	7		"	---	---
Indiana Central: 2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100	Mississippi and Tennessee: Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	---
Indianapolis and Cincinnati: 1st Mortgage	500,000	7	Jan. & July.	New York.	1868	91	1st Mortgage	600,000	6	"	"	1876	---
Ind. Pittsburgh and Cleveland: 1st Mortgage	650,000	7	Jan. & July.	New York.	1870	---	Income Bonds	297,500	10	"	Memphis.	1870	---
2d Mortgage	347,000	7	"	"	1870	---	Mobile and Ohio: Tennessee State Bonds	1,009,160	6	Jan. & July.	New York.	1882	---
Indianapolis and Madison: Mortgage	640,000	7	May & Nov.	New York.	1881	85	Sterling (1st mort.) Bonds	4,187,000	6	"	London.	---	---
Jeffersonville: 1st Mortgage	187,000	7	March & Sept.	New York.	1861	85	1st Mortgage	100,000	8	"	Mobile.	---	---
2d Mortgage	392,000	7	April & Oct.	"	1873	66	Income Bonds of 1861	146,200	8	"	N. Y. & Mob.	1861	---
Joliet and Chicago: 1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101	10 years	625,700	8	"	Mobile.	62-65	---
Joliet and N. Indiana: 1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	---	Mongomery and West Point: Mortgage (due 1863 and '65)	75,342	8	"	"	---	---
Kennebec and Portland: 1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	---	Mortgage	30,500	6			63-66	---
2d Mortgage	230,000	6	"	Augusta.	1861	---	Mortgage	61,500	8			1866	---
Kentucky Centr. (Cov. and Lex.): 1st Mortgage	160,000	6	---	---	1st Mortgage	100,000	8						
1st Mortgage	280,000	7	---	---	1st Mortgage	103,000	6						
2d Mortgage (convertible)	1,000,000	7	---	---	1st Mortgage	224,000	7	Jan. & July.	Bridgeport.	1876	---	---	
Lehigh Valley: 1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	85	*New Albany and Salem: 1st Mortgage	5,000,000	7	May & Nov.	New York.	1915	99
La Crosse and Milwaukee: 1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	---	2d Mortgage	1,600,000	7	Feb. & Aug.	"	84	---
Lackawanna and Bloomsburg: 1st Mortgage	2,024,575	7	Jan. & July.	Philadelphia.	1881	---	Muscogee: 1st Mortgage	248,000	7				
Lexington and Frankfort: Mortgage, due 1869 and '74	65,000	6	Jan. & July.	Lexington.	68-74	---	Nashville and Chattanooga: Mortgage (State endorsed)	1,500,000	---				
Little Miami: Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1882	100	Naugatuck: 1st Mortgage conv.	224,000	7	Jan. & July.	Bridgeport.	1876	---
Long Island: State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876	92	*New Albany and Salem: 1st Mortgage	2,235,000	6				
1st Mortgage	500,000	6	"	"	1870	---	1st Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	"	1890	---	2d Mortgage	116,000	6	May & Nov.	"	1878	---
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	"	1893	---	1st Mortgage and Northampton: 1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	---
Long Dock Co.: Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98	1st Mortgage (H. & Hamp.)	103,000	6				
Louisville and Frankfort: Louisville Loan	100,000	6	Jan. & July.	New York.	1881	---	New Jersey: Company's (various)	855,000	6	Semi-ann'yly.	New York.	var.	---
1st Mortgage	120,000	6	"	"	68-78	---	New London Northern: 1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Louisville and Nashville: 1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	68-77	---	Extension Bonds	72,800	6	March & Sept.	"	1885	---
Lebanon Branch 1st Mortgage	600,000	7	---	---	1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	---	---	
Memphis Branch 1st Mortgage	267,000	7	---	---	2d Mortgage Bonds	241,000	---						
Bardstown and Louisville: 30,000	7	---	---	---	N. Orleans, Opelousas, and Gt. West: Louisiana State Loan	650,000	6						
City of Louisville bonds	1,074,000	---	---	---	New Orleans City Subscription	1,500,000	5						
Louisville, Cin. and Lexington: 1st Mort. (\$3,000,000)	1,500,000	7	Jan. & July.	New York.	1897	86	1st Mort. Construction	1,730,000	8			1889	---
Maine Central: Loan \$1,100,000	1,092,000	6	---	---	New York Central: Premium (S. F.) Bonds	6,189,954	6	May & Nov.	New York.	1867	93	---	
Loan \$400,000	314,100	6	---	---	Funding (S. F.) Bonds	1,514,000	7	Feb. & Aug.	"	1876	101	---	
McMinnville and Manchester: State [Tenn.]	372,000	6	---	---	Exchanged Stks (S. F.) Bds	594,000	6	May & Nov.	"	1883	---	---	
Marietta and Cincinnati: 1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	Baltimore.	1891	90	" " B. & N. F. Real Estate (S. F.) Bonds	77,000	6	"	"	1883	---
1st Mortgage Sterling	1,000,000	7	"	"	Real Estate Bonds & Mortgages	166,000	6	"	"	"	"	1883	
2d Mortgage	300,000	7	May & Nov.	"	131,316	7	var.	45,560	6	"	"	1883	
Schlotz & Hocking Val. R. mort. Memphis, Clarkesv. and Louisv. State [Tenn.] Loan	910,000	6	"	"	Bonds of Aug. 1859, Convertible Bonds of Oct. 1863, [S. F.] Bonds	453,000	7	Feb. & Aug.	"	1876	120	---	
Memphis and Ohio	100,000	6	---	---	1st Mort. Construction Bonds of Oct. 1863, [S. F.] Bonds	2,900,000	6	June & Dec.	"	1887	98	---	
State [Tenn.] Loan	340,000	6	---	---	New York and Erie: 1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	98	---	
Marshall and Cincinnati	1,000,000	7	---	---	2d Mortgage	4,000,000	7	March & Sept.	"	1879	104	---	
1st Mortgage	1,000,000	7	---	---	3d Mortgage	6,000,000	7	May & Nov.	"	1883	100	---	
2d Mortgage	300,000	7	---	---	4th Mortgage	4,441,000	7	April & Oct.	"	1880	94	---	
Schlotz & Hocking Val. R. mort. Memphis, Clarkesv. and Louisv. State [Tenn.] Loan	910,000	6	---	---	5th Mortgage	926,500	7	June & Dec.	"	1882	91	---	
Memphis and Ohio	100,000	6	---	---	Buffalo Branch	186,400	7	Jan. & July.	"	1891	91	---	
State [Tenn.] Loan	340,000	6	---	---	Sterling Bonds	3,875,520	---			London.	1875	---	
Marshall and Cincinnati	1,000,000	7	---	---	New York and Harlem: 1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	98	---	
1st Mortgage	1,000,000	7	---	---	2d Mortgage	4,000,000	7	March & Sept.	"	1879	104	---	
2d Mortgage	300,000	7	---	---	3d Mortgage	6,000,000	7	May & Nov.	"	1883	100	---	
Schlotz & Hocking Val. R. mort. Memphis, Clarkesv. and Louisv. State [Tenn.] Loan	910,000	6	---	---	4th Mortgage	4,441,000	7	April & Oct.	"	1880	94	---	
Memphis and Ohio	100,000	6	---	---	5th Mortgage								

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (*) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest.			Due	Price	Description	Amount	Interest	Interest.			Due	Price
			When payable.	Where payable.	Due						When payable.	Where payable.	Due		
North Carolina:								Richmond and Danville:							
Mortgage Loan	\$339,000	8 Mar. & Sept.	-----	1867	---			Guaranteed by State	200,000	7 April & Oct.	Richmond	'75-'76			
North-Eastern (S. C.):								Mortgage (Coupon)	322,000	7 Feb. & Aug.	"	1875			
1st Mortgage	700,000	7 March & Sep.	Charleston	1869	---			Mortgage (Registered)	504,000	7 "	"	1873			
2d Mortgage	145,000	7 "	"	1868	---			Richmond and Petersburg:							
Pref. Stock (seed'd 2d mort. b'ds)	165,000	8 May & Nov.	"	1873	---			Mortgage bonds	130,500	7 June & Dec.	Petersburg	1875			
Northern Central:								Mortgage Bonds	175,000	8 March & Sept.	Petersburg	1870			
Md. State Loan (Irredeemable)	1,500,000	6 Ja. Ap. Ju.Oc.	Baltimore	1870	95			Rome, Watertown and Ogdensburg:	530,000	7 June & Dec.	New York	1891			
York and Cumberland 1st Mort.	175,000	6 May & Nov.	"	1871	95			1st Mortgage (S. F.)	1,800,000	7 Feb. & Aug.	Boston	1863	151		
York and Cumberland 2d Mort.	25,000	6 Jan. & July.	"	1871	95			1st Mortgage	987,500	7 "	"	1863	55		
Y. and C. guar. by Balt. 3d Mort.	500,000	6 "	"	1877	94			2d Mortgage	440,000	7 "	"	1863	3		
Northern Central 2d Mort.	2,600,000	6 Jan. & July.	"	1885	86			3d Mortgage							
North. Gen., 3d Mort. (\$2,600,000)	724,500	6 April & Oct.	"	1900	85			Sacramento Valley:	400,000	10 Jan. & July.	New York	1875	118		
North Pennsylvania:								1st Mortgage	329,000	10 Feb. & Aug.	San Francisco	1881			
Mortgage	2,500,000	6 April & Oct.	Philadelphia	1875	90			2d Mortgage	981,000	7 Feb. & Aug.	"	1900	76		
Chattel Mortgage	360,000	10 "	"	1887	118			1st Mortgage	148,000	7		1876			
Northern (N. H.):								3d Mortgage	73,972	6		1878			
Bonds due 1864 and 1874	145,400	6 April & Oct.	Boston	1874	94			Sandusky, Dayton and Cincinnati:							
Norwich and Worcester:								1st Mortgage	1,200,000	7 Jan. & July.	New York	1866			
Mass. State Loan	195,000	6 Jan. & July.	Boston	1877	---			Seaboard and Roanoke:							
Bonds for Dividend Scrip	59,000	7 "	"	New York	'94-'74			1st Mortgage	210,000	7		1880			
Steamboat Bonds	93,000	7 Feb. & Aug.	"	'63-'70	---			2d Mortgage	71,000	7		1870			
Ohio and Mississippi:								Registered Convertible	128,898	7		1873			
1st Mortgage—Eastern Division	2,050,000	7 Jan. & July.	New York	1872	92			South Carolina:							
1st Mortgage—Western	850,000	7 "	"	1872	---			State Loan	187,000	6		1868			
2d Mortgage—Western	750,000	7 "	"	1874	---			Domestic Bonds	234,500	6 Jan. & July.	"	'73-'74			
Orange and Alexandria:								Domestic Bonds	643,500	7 April & Oct.	"	'69-'91			
1st Mortgage	400,000	6 May & Nov.	New York	1868	---			Sterl. Skg'd b'ds after Jan. 1, '70	2,012,994	5 Jan. & July.	London	1886			
2d Mortgage or 1st Extension	1,110,500	6 Jan. & July.	"	1876	---			Do. do. do.	278,187	5 Jan. & July.	Charleston	1886			
2d Extension	670,000	8 May & Nov.	"	1878	58			Southern Mississippi:	500,000	-----					
Ogdensburg & Lake Champlain:								1st Mortgage	437,000	-----	Macon	'75-'85			
1st Mortgage	1,257,100	7 April & Oct.	Boston	1869	99			South-Western (Ga.):							
Oswego and Syracuse:								1st Mortgage	1,500,000	7 Jan. & July.	Philadelphia	1870			
1st Mortgage	386,000	6 Jan. & July.	Oswego	70-'80	---			Steubenville and Ind. (P. O. and C.):							
Pacific (Mo.):								1st Mortgage	1,000,000	7 April & Oct.	Philadelphia	1877	98		
Construction Main Line	1,500,000	7 Jan. & July.	New York	'68-'70	105			1st Mortgage	1,400,000	7 April & Oct.	New York	1876			
Panama:								St. Louis, Alton & Terre Haute:							
1st Mortgage Sterling	418,000	7 April & Oct.	London	1870	100			1st Mortgage (series A)	1,100,000	7 Jan. & July.	New York	1894	94		
1st Mortgage Sterling	346,000	7 April & Oct.	"	1876	97			1st Mortgage (series B)	1,100,000	7 April & Oct.	"	1894	80		
2d Mortgage Sterling	1,150,000	7 Feb. & Aug.	"	1872	---			2d " pref. (series C)	1,400,000	7 Feb. & Aug.	"	1894	80		
Penninsula								2d " Income (series D)	1,700,000	7 May & Nov.	"	1894	80		
1st Mortgage	1,076,000	7 March & Sept.	New York	1898	85			St. L. Jacksonv. and Chicago:							
Pennsylvania:								1st Mortgage	1,372,000	7 April & Oct.	New York	1894			
1st Mortgage	4,980,000	6 Jan. & July.	Philadelphia	1880	100			St. Paul and Pacific 1st Division:							
2d Mortgage	2,621,990	6 April & Oct.	"	1876	97			1st Mortgage (10 miles)	120,000	8 March & Sept.	"	1892			
2d Mortgage Sterling	2,285,840	6 "	"	1876	65-68			1st Mort. (Sunbury to W'm'ps't)	700,000	7 Jan. & July.	"	1892			
State Works Bonds	6,700,000	5 Jan. & July.	Harrisburg	1894	102			1st Mort. Grant Mortgage	1,200,000	7 June & Dec.	"	1892			
Penobscot and Kennebec:								Toledo, Peoria & Warsaw:							
Bangor City 1st Mort. (Coupon)	681,000	6 April & Oct.	Boston	'74-'75	---			1st Mortgage	1,600,000	7 June & Dec.	New York	1894	82		
2d Mortgage (Coupon)	300,000	6 Feb. & Aug.	Bangor	1876	---			Toledo, Wabash and Western:							
Petersburg and Lynchburg (S. Side):								1st Mort. (Toledo and Illinois)	900,000	7 Feb. & Aug.	New York	1890	91		
1st Mortgage ('70-'75)	300,000	6 Jan. & July.	Petersburg	'70-'75	---			1st Mort. (L. E. Wab. and St. Louis)	2,500,000	7 "	"	1890	65		
2d Mortgage (1862-'70-'72)	814,000	6 "	"	'62-'72	---			2d Mort. (Toledo and Wabash)	1,000,000	7 May & Nov.	"	1878	79		
Special Mortgage (1866-'68)	175,000	6 "	"	'65-'68	---			2d Mort. (Wabash and Western)	1,500,000	7 "	"	1878	"		
Last Mortgage (1863 to 1869)	42,000	8 "	"	'63-'69	---			Sinking Fund B'ds (T. W. & W.)	1,930,000	7 April & Oct.	"	1871	86		
Phil. Gorman'n and Norrist'n:								Equipment bonds (T. W. & W.)	600,000	7 May & Nov.	New York	1882	74		
Convertible Loan	292,500	6 Jan. & July.	Philadelphia	1885	---			Vermont Central:							
Philadelphia and Erie:								1st Mortgage Coupon	2,000,000	7 May & Nov.	Boston	1861	71		
1st Mortgage (Sunb. and Erie)	1,000,000	7 April & Oct.	Philadelphia	1877	98			2d Mortgage Coupon	1,500,000	7 Jan. & July.	"	1867	25		
1st Mortgage (general)	5,000,000	6 "	"	1881	94			Vermont and Massachusetts:							
2d Mortgage	3,000,000	7 "	"	1885	78			Mortgage Bonds	924,906	6 Jan. & July.	Boston	1883	98		
3d Mortgage	4,000,000	6 "	"	1901	---			Virginia Central:							
Philadelphia and Reading:								Mort. guaranteed by State of Va.	100,000	6 Jan. & July.	Richmond	1880			
Bonds of 1868, (unconvertible)	182,400	5 Jan. & July.	Philadelphia	1880	---			Mortgage (coupons)	206,500	5 "	Rich'd & New York	1872			
"	1849	6	"	1870	97			Mort. (coupons)	983,000	6 "	"	1884			
"	1861	6	"	1871	91			State Loan 1866-'69	210,000	6	"				
"	1843	6	"	1872	92			Coupon bonds of 1865	63,000	8	"				
"	1844	6	"	1873	91			Funding Interest bonds	185,089	8	"				
"	1848	6	"	1874	92			Dividend bonds	121,227	6	"				
"	1849	6	"	1875	92			Virginia and Tennessee:							
"	1857	6	"	1876	96			1st Mortgage	494,000	6 Jan. & July.	New York	1872			
"	1858	6	"	1876	---			2d Mortgage	23,500	6 "	"	1878			
1st Mortgage Loan	450,000	6 Jan. & July.	Philadelphia	1884	95			3d or Income Mortgage	314,500	6 "	"	1865			
Plattburg and Connellsville:								Enlarged Mortgage	598,500	6 "	"	1884			
1st Mortgage (Turtle Or. Div.)	490,000	6 Feb. & Aug.	New York	1889	74			Warren (N. J.):							
Pittsburg, Pa. Wayne and Chicago:								1st Mortgage	600,000	7 Feb. & Aug.	New York	1876			
1st Mortgage (series A)	875,000	7 Jan. & July.	New York	1912	102			Warleigh Valley, N. Y.:							
" (series B)	875,000	7 Feb. & Aug.	"	1912	14			1st Mortgage	85,000	7 April & Oct.	New York	1880	84		
" (series C)	875,000	7 Mar. & Sept.	"	1912	14			Watertown and Rome:							
" (series D)	875,000	7 April & Oct.	"	1912	1			Mortgage (new bonds)	709,500	7 March & Sept.	New York	1880			
" (series E)	875,000	7 May & Nov.	"	1912	14			Western (Mass.):							
" (series F)	875,000	7 Jun. & Dec.	"	1912	14			Sterling (£890,000)	4,319,520	5 April & Oct.	London	'68-'71			
2d Mortgage (series G)	860,000	7 Jan. & July.	"	1912	97			Dollar Bonds	936,500	6 "	Boston	1875	97		
" (series H)	860,000	7 Feb. & Aug.	"	1912	14			West Jersey:							
" (series I)	860,000	7 Mar. & Sept.	"	1912	14			1st Mortgage	238,000	6 March & Sep.	Camden	1883	90		
" (series K)	860,000	7 April & Oct.	"	1912	14			2d Mortgage	772,000	7	Philadelphia	1896			
" (series L)	860,000	7 May & Nov.	"	1912	14			Western Maryland:							
" (series M)	860,000	7 June & Dec.	"	1912	14			1st Mortgage	596,000	6 Jan. & July.	Baltimore	1890	74		

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (----) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.										Equipment										Abstract of Balance Sheet.										Earnings.				
	Main Line.			Lateral and Branch Lines		Road in progress or projected.		2nd Track and Siding.		Engines.		Passenger.		Freight, etc.		Companies.					Property and Assets.		Liabilities.			Balance Total,		Mileage run by locomotives with trains.		Gross.		Net.		Price of	
	M.	M.	M.	M.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	M.	M.	M.	M.	M.	M.	p. c.			
30 Jun. '60	65.0	—	—	50.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
28 Feb. '59	30.3	—	—	58.1	2	2	19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 May '59	109.6	—	—	57.8	11	9	102	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
30 Jun. '59	67.0	—	—	171.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '65	469.8	13.5	—	49.4	21	20	262	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
28 Feb. '67	88.5	28.4	—	—	—	21	12	123	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
3 Nov. '58	88.5	—	—	107.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
28 Dec. '60	22.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Jul. '65	23.8	—	—	1.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Jan. '66	122.4	—	—	17.7	75.1	18	20	310	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Aug. '67	61.4	10.2	66.9	25	42	434	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '65	74.0	8.9	10	12	261	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '65	57.0	—	2.0	8	11	188	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
28 Feb. '66	60.0	—	2.6	8	10	30	N. Haven, N.	London and Ston.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
30 Nov. '67	93.0	5.8	10.0	5	3	33	New Haven and Northampton	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Mar. '67	100.0	—	61.3	1.0	63.8	35	68	410	New York and New Haven	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
28 Nov. '67	59.4	7.0	9.5	29	19	491	Norwich and Worcester	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Oct. '60	84.3	—	10.7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Oct. '62	16.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Oct. '62	154.2	—	150	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	Florida	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
30 Apr. '60	59.9	—	5.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
30 Apr. '60	100.0	3.9	10.0	153	5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '66	15.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '66	154.2	—	150	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '66	15.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '66	15.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '66	15.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '66	15.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '66	15.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '66	15.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '66	15.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '66	15.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '66	15.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '66	15.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '66	15.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '66	15.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '66	15.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '66	15.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '66	15.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '66	15.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '66	15.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '66	15.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '66	15.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '66	15.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 Dec. '66	15.2	—	—	—																															

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.		Equipment.		Companies.	Abstract of Balance Sheet.										Earnings.							
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Bond in progress or projected.		Property and Assets.					Liabilities.					Gross.	Net.	Dividends.	Price of shares.				
	M.	M.	M.	M.		No.	No.	No.	No.	No.	Railroad and Appurtenances.	Passenger.	Freight, etc.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Total M.	M.	p.c.			
30 Nov. '62	65.0	—	—	—	Androscoggin	1,050,000	*	—	—	—	151,383	44,638	205,584	76,381	63.5	76,344	79,761	48,461	—				
30 Jun. '63	149.0	25.0	—	—	Atlantic and St. Lawrence	4,654,089	—	—	—	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,978	45				
31 Dec. '63	63.0	9.5	8.0	—	Portland and Kennebec	3,000,000	*	—	—	—	1,000,900	2,000,000	—	8,000,000	109.5	309,481	612,118	177,428	—				
31 May. '64	99.7	9.5	—	—	Maine Central	4,212,201	—	—	—	—	57,091	1,447,068	2,733,800	120,587	102.2	171,568	489,592	219,302	—				
31 May. '67	61.3	—	—	—	Portland, Saco and Portsmouth	1,360,184	*	—	—	—	498,485	1,500,000	—	—	1,858,669	61.3	227,894	529,325	230,825	6			
20 Sep. '68	279.6	7.2	—	—	Baltimore and Ohio	21,450,621	3,821,755	18,010,717	18,151,962	9,756,011	1,080,221	43,083,124	226.8	3,786,323	10,096,708	4,437,988	10	181					
20 Sep. '68	30.0	—	—	—	Washington Branch	1,850,000	*	—	—	—	—	—	—	1,650,000	—	2,358,013	32.0	524,848	916,286	550,992	10	127	
31 Dec. '68	128.0	4.0	25.0	—	Northern Central	9,522,789	1,882,962	1,789,030	4,515,900	5,424,500	1,913,611	12,644,781	282.0	1,728,704	4,042,125	1,167,973	8	44					
20 Nov. '67	111.0	19.5	93.8	206.6	18	12	176	Boston, Hartford & Erie	19,242,081	*	—	—	—	18,844,300	8,893,350	1,633,057	21,201,407	130.5	287,837	389,577	50,770	8	16
30 Nov. '67	26.8	1.8	45.4	—	Boston and Lowell	2,470,254	183,846	545,047	1,891,500	944,500	74,605	3,198,644	71.0	326,671	978,068	234,804	8	123					
30 Nov. '67	74.5	8.8	54.7	—	Boston and Maine	4,057,397	627,717	337,187	406,794	—	—	5,092,301	147.8	885,737	1,605,167	481,471	10	154					
30 Nov. '67	47.0	7.0	45.0	—	Boston and Providence	3,152,600	207,400	398,367	3,360,000	—	—	3,759,387	61.8	448,521	1,066,147	277,306	10	187					
30 Nov. '67	44.6	24.0	66.6	—	Boston and Worcester	4,334,640	665,360	1,244,615	500,000	—	—	36,362	144,615	783,666	1,942,561	781,421	10	—					
30 Nov. '67	46.0	1.1	2.7	—	Cape Cod Branch (par 60)	945,761	88,844	66,962	721,926	—	—	6,184	1,098,587	42.1	88,388	197,981	61,261	8	70				
30 Nov. '67	50.0	8.4	11.9	—	Connecticut River	1,747,155	189,816	800,144	1,850,000	—	—	2,237,115	53.4	255,853	617,143	177,322	8	124					
30 Nov. '67	44.1	50.4	38.4	—	Eastern	6,16,276	622,324	415,090	385,388	1,170,400	6	3,296	16,906,945	845,322	1,447,046	545,636	8	118					
30 Nov. '67	61.0	42.8	70.9	—	Fitchburg	3,189,851	380,199	63,637	5,640,000	—	—	4,650,280	93.5	605,382	1,101,444	354,744	8	126					
30 Nov. '67	13.9	—	3.9	3	Fitchburg and Worcester	235,668	40,226	—	—	—	248,000	2,000	25,421	3,884	13.9	36,195	90,295	18,346	—				
30 Nov. '67	12.3	2.8	—	3	Lowell and Lawrence	382,884	30,274	5,845	200,000	78,000	2,160	308,503	0	y B. & L.	21,786	17,988	8	—					
30 Nov. '67	14.0	—	2.0	12	Nashua and Lowell	678,910	96,884	81,121	722,000	—	15,0	865,725	74.5	381,529	440,241	74,679	10	128					
30 Nov. '67	20.1	—	1.5	5	New Bedford and Taunton	452,982	47,018	5,475	500,000	—	—	674,000	21.6	75,756	182,954	43,061	8	101					
30 Nov. '67	130.6	10.5	32.3	34	Old Colony and Newport	8,214,824	596,805	90*,677	4,848,320	2,870,000	128,000	7,618,306	141.0	826,061	1,881,065	336,310	8	91					
30 Nov. '67	18.6	—	1.4	1	Pittsfield and North Adams	411,826	81,862	—	—	—	450,000	—	108,984	27,782	6,808	108,984	6,808	8	80				
30 Nov. '67	45.4	1.0	10.0	19	Providence and Worcester	1,161,948	340,298	19,182	1,800,000	—	5,000	1,821,429	44.4	321,565	702,946	160,429	8	124					
30 Nov. '67	16.9	—	1.7	3	Roxbury and Lowell	831,470	82,543	6,679	243,305	226,000	486	470,692	17.0	y B. & L.	17,000	16,688	8	110					
30 Nov. '67	11.1	0.6	1.6	4	Taunton Branch	250,020	*	—	47,330	250,000	4,292	293,730	11.7	58,992	217,907	26,845	8	112					
30 Nov. '67	6.1	—	36.5	—	Troy and Greenfield	—	—	—	—	—	—	—	—	(Op.)	by T.	roy and Boston,	—						
30 Nov. '67	69.3	8.0	5.5	12	Vermont and Massachusetts	2,269,086	207,343	93,908	2,860,000	550,315	2,827	3,560,337	77.3	199,126	461,424	62,594	14	66					
30 Nov. '67	156.1	17.5	184.2	103	Western (incl. Alb. & W.B. etc.)	11,108,521	1,683,840	4,699,622	8,725,100	5,764,620	17,391,983	173.6	1,840,291	4,086,707	1,249,296	10	—						
30 Nov. '67	45.7	—	10.6	11	Worcester & Nashua (par 54)	1,225,000	116,000	124,385	1,141,000	—	13,196	1,265,385	45.7	256,869	474,362	178,065	10	116					
31 Mar. '67	93.5	—	6.2	14	Boston, Concord and Montreal	2,860,000	*	481,345	1,759,000	20,974	5,281,345	93.5	—	467,714	147,122	—	60						
30 Nov. '67	68.6	8.0	21	15	Cheahire	2,688,907	*	247,281	2,085,925	673,200	—	2,936,188	76.6	422,417	661,617	148,897	24						
31 Mar. '67	34.5	—	—	28	Concord (par 60)	1,500,000	*	148,924	1,500,000	—	—	1,746,568	121.4	560,024	941,321	16,888	8	73					
31 Mar. '67	26.9	—	2.8	—	Manchester & Lawrence	825,000	—	—	—	—	—	—	1,000,000	(Op.)	by Co.	97,925	8	122					
31 Mar. '67	19.3	—	1.0	2	Manchester and Northweare	609,000	—	—	—	—	—	—	600,000	(Op.)	50,267	45,317	8	—					
31 Mar. '67	69.2	13.0	12.0	23	Northern New Hampshire	8,068,400	*	605,562	3,068,400	145,400	14,217	8,074,202	82.2	382,640	681,361	242,998	8	118					
31 Dec. '66	64.1	11.0	8.1	—	Belvidere Delaware	8,456,709	*	966,647	2,425,000	346,140	3,857,757	77.5	—	556,742	128,939	—	—						
31 Dec. '66	61.2	42.4	74.9	74	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,172	18,000,549	124.2	—	5,607,652	1,444,705	15	126						
31 Dec. '66	60.2	—	—	—	Camden and Atlantic	1,981,434	—	—	1,001,993	1,034,774	107,432	2,424,201	60.2	—	303,975	129,869	—	—					
31 Dec. '66	74.0	12.0	65	1,071	Central of New Jersey	7,708,080	1,964,600	6,260,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	116					
31 Dec. '66	53.0	—	46.5	24	Morris and Essex	6,973,931	2,181,111	208,699	3,500,000	5,616,956	124,822	9,625,429	58.0	—	1,026,076	304,869	7	79					
31 Dec. '66	39.8	—	—	35	New Jersey	3,990,528	827,666	1,589,141	800,000	855,000	—	6,512,449	38.8	685,632	1,770,862	789,915	10	132					
31 Dec. '66	21.3	—	2	6	Northern New Jersey	487,806	—	—	158,800	280,000	74,740	487,806	24.0	106,871	222,769	336,651	88	66					
31 Dec. '66	65.0	16.0	—	—	Raritan and Delaware Bay	4,099,592	—	—	—	—	—	—	2,059,060	18.2	451,297	164,045	7	91					
31 Dec. '66	18.2	—	1.6	—	Warren	2,000,000	*	50,050	1,647,850	511,400	—	—	1,741,550	54.0	263,420	69,712	29	—					
30 Sep. '66	18.0	—	0.5	16.3	West Jersey	3,735,393	942,441	—	3,077,000	1,494,900	—	—	8,318,331	122.0	451,196	861,783	284,900	614					
30 Sep. '66	36.3	—	2.7	6	Oswego and Rome	585,380	—	—	206,500	222,000	157,080	—	—	40,000	40,000	490,884	incl. in Rens. &	7					
30 Sep. '66	25.2	—	5.5	29	Oswego and Syracuse	921,527	135,910	482,400	386,000	19,876	1,057,737	36.3	90,290	252,176	89,372	8	71						
30 Sep. '66	18.5	—	1.25	30	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,801,923	207,413	7	81					
30 Sep. '66	141.1	45.5	20.7	36	Rochester & Genesee Valley	655,026	—	557,560	109,000	—	—	666,560	incl. in Erie.	—	53,956	—	—						
30 Sept. '66	37.9	—	5.82	27	Rome, Watert' n & Ogdensburg	2,439,989	563,818	—	2														

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc

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Years ending.		Abstract of Balance Sheet.																		Earnings.				
Railroad.	Equipment.	Companies.						Property and Assets.				Liabilities.				Road operated, incl.		Mileage run by locomotives with trains.		Dividends		Price of shares.		
Main Line.	Branch Lines	2nd Track and Sidings.	Engines.	Cars.	Passenger.	Road in progress or projected.	No.	No.	No.	No.	No.	No.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	M.	M.	Gross.	M.	Net.	%	%
31 Jan. '66	44.0	---	138.0	13	11	113	PENNSYLVANIA.	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	366,277	123,892	18	18	18			
31 Oct. '66	367.0	6.0	81.0	14.0	150	3,246	Allegheny Valley	56,387,590	*	83,348	29,564,406	29,99,900	156,319	60,721,124	607.0	2,041,771	4,833,490	1,476,080	13	13	13			
31 Oct. '66	66.0	2.6	4.5	21	9	263	Atlantic and Great Western	3,624,000	*	3,350,000	266,000	3,634,000	67.5	227,645	447,052	130,541	130,541	130,541	13	13	13			
31 Oct. '66	74.0	---	6.3	18	12	130	Cattawissa	1,691,037	*	1,316,900	884,000	1,691,037	74.0	207,024	64,408	352,281	8	83	83	83				
31 Oct. '66	113.0	---	70.0	87	15	5,740	Cumberland Valley	9,687,427	2,912,417	11,233,800	3,270,500	717,222	16,376,332	204.5	1,909,775	2,738,496	714,526	20	114	114				
31 Oct. '66	38.0	1.7	6.0	10	8	96	Del. Lackawanna and West N.Y.	1,342,081	227,659	654,400	574,900	1,564,740	33.0	199,412	446,076	237,034	237,034	237,034	14	14	14			
31 Oct. '66	78.0	---	16.0	18	---	620	Erie and Williamsport	2,288,000	352,000	1,000,000	1,620,000	2,620,000	78.0	286,143	517,531	loss	5	51	51	51				
31 Oct. '66	18.5	---	6.0	15	11	446	Erie and Northeast	700,000	30,000	600,000	400,000	1,000,000	18.5	168,823	620,438	160,700	25	25	25	25				
31 Oct. '66	81.6	2.0	6.2	15	11	446	Erie and Pittsburg	1,842,920	564,628	235,000	664,300	1,248,704	435,296	2,622,548	68.0	313,902	181,566	235,158	15	15	15			
31 Oct. '66	88.0	18.0	17.9	14	44.0	4	Hempfield	1,882,550	*	1,182,550	700,000	2,049,565	32.0	47,227	55,692	2,972	2,972	2,972	7	53	53			
31 Oct. '66	32.0	---	15.7	11.7	6.0	18	Huntingdon and Broad Top	2,188,498	*	685,130	1,462,140	2,188,498	59.7	194,252	250,906	53,596	53,596	53,596	18	18	18			
31 Oct. '66	44.0	15.7	11.7	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	1,335,000	2,401,646	68,880	3,812,146	484,750	818,875	250,010	250,010	250,010	14	14	14			
31 Oct. '66	71.0	57.5	130.0	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	9,405,200	1,477,000	12,994,422	123.8	1,078,411	3,118,890	2,269,027	20	52	52	52				
31 Oct. '66	6.0	8.0	---	---	---	---	The Little Schuylkill	1,466,283	1,598,965	2,066,100	985,000	73,555	3,604,655	ope. by Reading	R.R. Co.	2	27	27	27	27				
31 Oct. '66	138.0	---	64.1	---	---	---	Mine Hill and Schuylkill Haven	3,740,800	3,775,600	3,165,000	8,775,600	3,775,600	3,775,600	3,775,600	3,775,600	3,775,600	3,775,600	3,775,600	3,775,600	56	56	56		
31 Oct. '66	55.6	11.9	14.8	23	22	687	North Pennsylvania	5,754,968	665,222	3,150,150	8,124,787	6,887,285	67.5	345,588	902,218	382,500	382,500	382,500	32	32	32			
1 Dec. '66	334.8	33.3	168.8	452	240	7,979	Pennsylvania	26,642,634	3,371,216	15,338,686	20,000,000	18,038,256	44,251,544	565,726	583,883	5,967,520	9	54	54	54				
31 Oct. '66	17.0	3.0	19.3	19	42	119	Phila., German'tn & Norristown	1,139,079	268,489	409,936	1,491,850	1,817,554	24.2	274,870	606,316	247,446	247,446	247,446	9	66	66			
31 Dec. '66	287.5	---	63.3	---	---	---	Phila. and (Sunbury) Erie	17,869,733	2,306,846	5,083,700	18,000,000	600	18,040,300	22,742,887	124.4	110,462	2,641,052	454,077	454,077	27	27	27		
30 Nov. '66	147.0	256.4	267	71	8,043	---	Philadelphia and Reading	19,598,405	3,765,574	2,306,846	1,722,223	1,096,120	200,000	1,641,507	26.5	195,475	849,446	316,764	15	124	124			
31 Oct. '66	26.5	30.0	---	---	---	---	Philadelphia and Trenton	1,369,284	1,369,284	1,369,284	1,369,284	1,369,284	1,369,284	1,369,284	1,369,284	1,369,284	1,369,284	1,369,284	1,369,284					
31 Oct. '66	96.0	105.6	50.2	72	943	---	Phila., Wilmington and Balt.	10,469,300	*	9,019,300	1,450,000	10,469,300	197.0	880,500	2,047,536	532,109	248,986	532,109	532,109	532,109				
31 Oct. '66	56.4	90.6	189	121	2,429	2,429	Pittsburgh and Connellsville	2,432,068	229,768	229,768	1,776,120	1,500,000	73,108	3,849,287	70.9	324,068	324,068	324,068	324,068	324,068				
31 Dec. '66	488.5	138.1	189	121	2,429	2,429	Pittsb'g, Ft. Wayne & Chicago	24,263,747	*	2,073,792	9,940,982	12,568,500	1,063,343	26,927,540	48.5	4,045,138	7,467,217	2,319,531	10	102	102			
31 Oct. '66	28.0	5.0	7	8	13	458	Shamokin Valley & Pottsville	5,669,450	8,045	684,036	962,600	113,865	1,569,450	23.0	149,055	348,185	130,592	44	40	40				
31 Oct. '66	26.1	4.0	8	8	13	58	Westchester & Philadelphia	1,345,837	146,721	10,030	684,036	113,865	1,760,501	35.4	144,402	857,580	145,850	18	18	18				
31 Oct. '66	38.6	4.7	8	8	3	253	Tioga	826,867	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	123,812	25	46	46			
31 Aug. '66	62.0	4.0	16	18	140	N. Y., Providence and Boston	2,568,000	*	1,755,381	500,000	1,755,381	500,000	62.0	340,600	625,641	169,828	12	84	84					
31 Dec. '58	54.9	---	47.4	4	3	21	N. Y., Providence and Boston	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	---	---	---	---	---	---			
31 Dec. '58	109.6	---	13	9	176	Charleston and Savannah	1,719,045	*	1,201,000	384,000	1,201,000	384,000	109.6	---	283,263	151,586	6	6	6	6				
1 Jan. '59	143.2	21.8	---	---	---	Charlotte and South Carolina	2,439,769	324,161	1,429,000	1,145,000	1,429,000	1,145,000	143.2	341,190	125,971	125,971	125,971	125,971	125,971					
25 Feb. '67	102.0	---	11	8	106	Greenville and Columbia	2,148,151	*	51,078	898,950	1,028,000	272,259	2,199,200	102.0	164,496	317,776	66,687	66,687	66,687					
31 Dec. '66	136.0	166.0	47	34	843	North-Eastern	8,511,967	*	549,110	5,819,275	8,584,798	447,491	9,827,755	242.0	---	1,312,788	387,332	387,332	387,332					
30 Sep. '67	47.6	47.6	---	---	---	THE TENNESSEE.	1,021,459	58,133	505,214	514,000	98,110	1,187,707	47.6	29,967	19,187	19,187	19,187	19,187						
30 June '66	30.0	1.8	17	11	200	East Tennessee and Georgia	3,399,984	*	824,268	657,700	2,175,800	541,853	4,224,247	140.0	10 mos.	451,020	184,081	184,081	184,081					
30 June '66	140.0	8.0	18	8	185	East Tennessee and Virginia	6,281,856	1,002,601	2,195,331	5,312,725	3,126,530	921,987	943,151	291.0	786,381	1,601,612	71,490	71,490	71,490					
30 Jun. '67	271.6	19.4	20.0	56	50	478	Memphis and Charleston	2,259,267	141,144	570,000	1,361,000	145,000	---	---	---	---	---	---	---					
30 Jun. '67	100.0	30.6	30.6	5.8	5.8	5.8	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	298,721	740,000	298,721	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000						
30 Sep. '67	99.2	2.3	4	4	12	7	92 Mississippi and Tennessee	3,015,107	*	827,108	829,590	1,069,600	362,059	3,016,107	99.2	---	367,252	178,729	178,729	178,729				
30 Sep. '67	47.4	2.3	4	4	12	2	92 Mississippi Central and Tenn.	817,447	817,447	632,500	22,386	47.4	54,176	83,129	44,666	44,666	44,666	44,666						
30 Sep. '67	34.2	7.0	12	2	31	81 McMinnville and Manchester	533,807	56,816	144,984	406,000	5,000	34.2	30,065	23,808	13,882	13,882	13,882	13,882						
30 Nov. '66	149.7	44.0	7.9	17	39	81 Nashville and Chattanooga	8,632,882	*	2,056,644	1,731,000	2,056,644	169.0	734,118	337,884	6	6	6	6	6					
30 Jun. '67	45.8	4.2	11.7	5	5	32	Nashville and Northwestern	76,016	76,016	596,922	860,000	204,544	45.8	57,950	127,958	57,950	57,950	57,950	57,950					
30 Jun. '67	56.0	6.0	184.0	2	1	40	Texas (all aided by State).	---	---	---	---	---	---	---	32.0	---	---	---	---	---				
1 May '67	50.0	50.0	1.5	75.0	2	1	Galveston, Houston & Henderson	1,250,000	---	275,000	240,000	171,560	50.0	31,300	32,670	32,670	32,670	32,670	32,670					
1 May '67	70.0	6.0	6.0	280.0	7	5	Houston and Texas Central	4,232,345	*	455,000	975,000	369,000	70.0	102,200	282,846	282,846	282,846	282,846	282,846					
1 May '67	59.0	20.0	---	110.0	---	---	San Antonio & Mexican Gulf.	---	---	---	---	25.0	---	---	---	---	---	---	---					
1 Aug. '59	41.3	---	122.1	---	---	---	Alex., London & Hampshire	1,492,194	42,000	1,403,018	36,188	88,181	1,684,194	226,798	496,706	184,652	184,652	184,652	184,652					
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	Manasas Gap	2,942,548	210,680	2,969,861	775,500	118,789	708,034	136,302	43,062	43,062	43,062	43,062	43,062					
30 Sep. '59	79.2	4.8	5	2	75	75	Norfolk and Petersburg	3,006,873	122,156	1,500,124	560,610	156,161	702.4	47,702	54,121	16,382	16,382	16,382	16,382					
30 Sep. '66	103.5	---	---	---	---	---	Northwestern Virginia	8,402,055	*	5,600,000	8,500,000	8,500,000	845.5	1,030,304	4,428,027	147,772	334,426	334,426	334,426					
30 Sep. '66	88.8	68.4	10.0	16	16	16	Orange and Alexandria	2,063,655	2,923,000	380,780	380,780	380,780	167.7	6 mos.	300,101	102,651	315,355	315,355	315,355					
30 Sep. '66	123.3	10.1	13	7	7	7	Petersburg and Lynchburg	3,588,2																

PREFERRED AND GUARANTEED R. R. STOCKS

RAILROADS.	Amount of shares outstanding.	Div'ds	Rate.	Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7		
Atlantic & St. Lawrence (guarant'd.)	2,494,900	6	6		
Baltimore and Ohio, (pref.)	3,000,000	7	7		
Berkshire (guaranteed)	600,000	7	7		
Boston, Concord & Montreal (pref.)	1,310,400	6	3	70	
Buffalo, N. Y. & Erie, (guaranteed)	875,000	7	7		
Camden & Atlantic (preferred)	620,800	7	26		
Otawissa (preferred)	1,180,000	7	28		
Chemung (guaranteed)	380,000				
Cayuga & Susquehanna (guarant.)	343,500				
Chesire (preferred)	2,017,825	7	26		
Chicago & Alton (preferred)	2,425,400	7	7	158	
Chicago & Northwestern (pref.)	14,789,126	7	7	754	
Cochise (preferred)	177,750	8	8		
Co. & Passaic Rivers, (pref.)	1,972,500	10	10	80	
Cumberland Valley (1st preferred)	" (2d preferred)	241,900	8	8	
Detroit & Milwaukee (preferred)	1,500,000	7	7		
Dubuque & Sioux City (preferred)	1,988,171	7	34	60	
Elmira, Jeff. & Canandaigua (guar.)	500,000				
Elmira & Williamsport (preferred)	500,000	7	7	42	
Erie (preferred)	5,253,866	7	7	314	
Hannibal & St. Joseph (preferred)	1,182,100	7	7		
Harrisburg & Lancaster (guar.)	1,180,000	8	8	104	
Housatonic (preferred)	407,900	8	8		
Indianapolis & Madison (pref.)	372,000				
Kennebec & Portland (preferred)	500,000				
Lackawanna & Bloomsburg (pref.)	6,556,135	7	3	21	
Marietta & Cincinnati (1st pref.)	4,051,744	7	3	64	
Michigan S. & N. Indiana (guar.)	575,700	10	10	140	
Mil. & Prairie du Chien (1st pref.)	3,204,266	8	8	99	
" " (2d pref.)	841,400	7	7	92	
Milwaukee & St. Paul (preferred)	7,870,900	7	7	674	
New Haven & Northampton (guar.)	1,010,000	4			
New York & Harlem (preferred)	1,500,000	8	8	130	
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6		
Paterson & Hudson (guaranteed)	248,000				
Paterson & Ramapo (guaranteed)	1,200,000	6	6		
Peoria & Bureau Valley (guar.)	1,551,800	7	7		
Philadelphia & Reading (pref.)	1,000,000	10			
Philadelphia & Trenton (guar.)	450,000	6	6	94	
Pittsfield & North Adams (guar.)	1,500,000	6	6		
Port, Sac & Portsmouth (guar.)	382,700	8			
Rutland & Burlington (preferred)	608,176				
" " (preferred)	1,700,000	6	7	74	
St. L. & Terre Haute (pref.)	1,000,000	7	7	70	
Toledo, Wabash & Western (pref.)	1,851,314	7			
Troy & Greenbush (guaranteed)	274,400	6	6	50	
Vermont & Canada, (guaranteed)	1,600,000	8	8	102	
Warren (guaranteed)	200,000	5	5		
White Mountain (guaranteed)	1,403,300	7	7		
Wrightsv. Y. & Gettysburg (guar.)	317,060	2	2		

CANAL AND NAVIGATION STOCKS

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS :	\$	\$ p.c.	\$	
Chesapeake and Delaware	100	1,343,563	35	
Chesapeake and Ohio	100	8,226,595		
Delaware Division	100	1,633,350	51	
Delaware and Hudson	100	10,000,000	10	149
Delaware and Raritan	100	2,298,400	10	
Erie of Pennsylvania	50	64,000		
Illinois and Michigan	50	9,968,146	10	29
Lehigh Navigation	50	728,300	3	
Monongahela Navigation	50	1,025,000	10	35
Morris, (consolidated)	100	1,175,000	10	87
" (preferred)	100			
North Branch	100			
Sault Ste Marie	100			
Schuylkill Navigation (consolid.)	50	1,908,207	12	
" " (preferred)	50	2,885,988	22	
Susquehanna and Tide Water	50	2,048,260	12	
Union	50	2,787,000	14	
Union (preferred)	50	1,100,000	6	30
West Branch and Susquehanna	100	750,000	16	36
Wyoming Valley	50			

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 12.

	Th 6.	F. 7.	Sat. 8.	M. 10.	Tu. 11.	W. 12.
Atlantic M. S. S. Co.	95	96	96	96	96	96
Boston, Hartford & Erie	16	16	16	16	16	16
California 7's				122		
Canton Co.	57	59	60	60	60	61
Chicago & Alton	134	134	136	136	136	136
" " pref.	138			138		
" " I. M.						
" " S. P.				100		
" " Inc. bds						
Chicago, Burlington & Q.						
" " " 8 p.c. 110						
Ohio & Northwest	60	60	60	60	60	61
" " pref.	78	74	74	76	76	76
" " 1st M.	87	87	87	87	87	87
" " 2d M.						
" " B. F.	95					
" " Consol.						
Chicago & Rock Isl.	97	98	99	99	99	99
" " 1st M. '70						
Chi., R. I. & Pa. 7's 1896						
Clev., Col. & Cin.						
Clev., and Pittsburg	95	97	97	97	96	96
" " 2 M.						
" " 3 M.						
" " 4 M.						
Clev. and Toledo	114	112	112	112	112	112
" " " S. F. 7 p.c.						
Cumberland Coal, pref. 26	86	86	87	87	87	87
Del. & Hudson Canal	149	150	149	149	149	149
Del., Lack. & West.	114		115	114	114	114
" " 1M. 8p.c. 71-5						
" " 2M. 8p.c. 81						
Erie	73	74	74	75	74	75
" " pref.	80	81	81	81	81	81
" " 1 M. 7 p.c. 87	104					
" " 2 M. 7 p.c. '79						
" " 3 M. 7 p.c. '83						
" " 4 M. 7 p.c. '80						
" " 5 M. 7 p.c. '88						
Hudson River	146	147	147	149	149	149
" " 1 M. 7 p.c. '69						
" " 2 M. S. F.	108					
" " 3 M. 7p.c. '76						
Illinois Central	135	136	136	140	138	138
" " bonds						
Marietta & Clin. 1st pref.	26			26	26	28
" " 2d "						
" " 1st mort.						
Mariposa Mining Co.	84					
" " pref.						
" " 1st mort.						
Michigan Central	112	113				
" " SF. 8p.c. '82						
" " conv. 8p.c. '69						
M. S. and N. I. 1st	90	91	92	93	93	93
" " guard.						
" " 1M. S. F.						
" " 2 M.	92					
Mil. and P. du Chien						
" " 1st pref.	90					
" " 2d pref.						
" " 1st M.						
Miiw. and St. Paul	48	49	49	50	50	50
" " pref.	66	66	67	67	67	67
" " 1st mort.	89					
Missouri 6's	103	103	104	105	105	105
" " iss. to H. & St. J. R.						
" " Pacific						
Morris and Essex						
" " 1st mort.	99					
" " 2d mort.						
New York Central	127	128	128	130	132	132
" " 7a. S. F. '78-101						
" " 7a. conv. '76						
" " 6a. S. F. '82	93					
" " 6a. S. F. '87						
N. York & Harlem						
" " " prel."						
" " 1M. 7p.c. '78						
" " 3M. 7p.c. '67						
N. Y. and N. Haven						
North Carolina 6's						
" " ex-coupon.	50	52				
" " new	50	51	51	51	51	51
Ohio & Miss.	31	32	33	33	33	33
Pacific Mail S.S. Co.	114	109	110	110	108	108
Panama						
Phila. and Reading	94	95	94	95	94	94
Pitts. Ft. W. & Chicago	101	102	102	101	101	101
" " 1M.						
" " 2M.						
" " 3M.						
Quicksilver Mining Co.	25	26	26	26	24	24
St. L. & Alton & T. H.	50	51				
" " prof.						
" " 2M. pref.	72	73				
" " Inc. bds.	93	93	94	94	94	94
" " 85						
Pennsessa 6's 1890						
" " ex-coupon.	64	64				
" " new	60	60	59	60	60	60
Tel. Wab. & Western	46	47	47	47	47	47
" " Prof.						
" " 2M.	68	68	68	68	68	68
" " Int. bds.						
Vt. & Vt. 1st						
" " ex-coupon.	44	44				
" " new	41	41	41	41	41	41

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 12.

Fig. 8. E. 3. Flat S. M. 10. Tu. 11. W. 12.

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 12.

W-5 Th-6 F-7 Sat-8 M-10 Th-11

	W.O.	I.B.O.	F.I.	Sat.O.	M.I.O.	T.O.I.
Catawissa	---	---	---	---	---	---
" preferred	26	26	27	28	28	28
Camden & Amboy	125	125	125	126	126	126

Boston Stock Exchange

Actual Sale Prices for the week ending Feb. 12.

Th & E. Sat. N. 10 Th. 11 W.

	10.6.	11.7.	Sat. 8.	M.10.11.12.13.14.
Boston and Albany	146	146	146	146
Boston and Lowell				
Boston and Maine		135		134
Boston and Providence	137	137		137
Boston, Hartford & Erie	16 $\frac{1}{2}$	15 $\frac{1}{2}$	16	16 $\frac{1}{2}$
Cheshire, pref.		66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$
Concord			73	
Connecticut River				12 $\frac{1}{2}$
Eastern, Mass.	112 $\frac{1}{2}$	114 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$
Fitchburg	126		125 $\frac{1}{2}$	126 $\frac{1}{2}$
Manchester & Lawrence				
Michigan Central				11 $\frac{1}{2}$
Northern, N. H.	118			114
Ogdens, & Lake Champlain	60		60 $\frac{1}{2}$	61 $\frac{1}{2}$
Old Colony & Newport	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$
Ph., Wil. & Baltimore	55	55 $\frac{1}{2}$		55 $\frac{1}{2}$
Portland, Saco & Portia				
Vermont & Canada		99	99 $\frac{1}{2}$	99 $\frac{1}{2}$
Vermont & Mass.	55			
Broadway (Horse)	55		55	
Cambridge	"			9 $\frac{1}{2}$
Metropolitan	"	60	59 $\frac{1}{2}$	59 $\frac{1}{2}$
Middlesex	"			
Central Mining Co.				2 $\frac{1}{2}$
Copper Falls	"	23 $\frac{1}{2}$	23 $\frac{1}{2}$	23 $\frac{1}{2}$
Franklin	"		14 $\frac{1}{2}$	14 $\frac{1}{2}$
Huron	"			1 $\frac{1}{2}$
Isle Royale	"			
National	"		5 $\frac{1}{2}$	
Minnesota	"			
Pewabic	"	8		8
Pittsburg	"	23 $\frac{1}{2}$	24	25 $\frac{1}{2}$
Quincy	"	25 $\frac{1}{2}$	28	30
Rockland				3

London Stock Exchange.

The following were the closing prices for American Securities Jan. 17th and 24th:

American Railroad Journal.

Saturday, February 15, 1898.

Stock Exchange and Money Market.

The available supply of Money in this market has been steadily increasing, since our last, the domestic exchanges being in favor of this point and the consequent influx of currency quite respectable in volume. The city banks have been gaining in their legal tender and deposit averages, and the U. S. Sub-Treasury has been augmenting cash balances, the latter partly through the transfer of funds from the country national deposits. The local demand for accommodation at bank and through private channels has been fair, but not urgent, and altogether inadequate to the absorption of the floating balances, which have been seeking secure and profitable employment. Speculation at the Stock Boards has shown a little

Baltimore Stock Exchange

BALTIMORE STOCK EXCHANGE.
Actual Sale Prices for the week ending, Feb. 11.

for the week ending Feb. 11.

	W.5	Th.6	F.7	Sat.8	M 10	Ta.11
Baltimore City 6s,	1876.	99½	99	99	99½	—
" "	1886	—	—	—	—	—
" "	1870	—	—	—	—	—
" "	1890	—	99	99	98½	99
" "	1893	—	—	—	—	—
Balt. and Ohio	—	130	130	—	—	131
" "	b'ds, '82	—	—	—	—	—
" "	" '75, 99½	96½	—	—	—	—
" "	" '80	—	—	—	—	—
" "	" '85	—	—	—	—	98½
Northern Central	—	44½	44½	44½	44½	43½
" "	b'ds, 1885.	85½	—	—	85½	—
" "	" 1900	—	—	—	—	—
City Passenger R.R.	—	—	—	—	18½	—

more animation; but there has been a less confident movement in the Gold Room, and not much improvement in mercantile line, outside of cotton, cotton goods, and the leading articles dealt in at the produce exchange, in which there has been more activity. Call loans close easy to the dealers in the public funds at $3\frac{1}{2}\%$ @ 4 per cent., and to other street houses at from 4@6, generally at 4@5 per cent. per annum. Discounts are quoted at from $5\frac{1}{2}\%$ @ 7 per cent. per annum, as the extremes on choice to really good short date business paper. The city banks, last week, added over four and a half millions to their deposit, offset by an increase of nearly \$4,140,000 in their loan averages. They enlarged their legal tender reserve, about \$650,000. Their specie hoard was diminished about \$182,000. The U. S. Sub-Treasury gained nearly $2\frac{3}{4}$ millions in cash, during the week, and the reserve, in this line, has been augmenting thus far, in the current week. The city bank deposits have risen to nearly 218 millions since Dec. 7, when they were only about 174 millions, or 44 millions less than at the date of the last weekly exhibit. These deposits are now nearly 20 millions more than the aggregate of the same date last year. According to the last monthly statement of the Treasury Department, no reduction of the greenback circulation, or the volume of outstanding compound interest notes, was made in January. The outstanding plain legal tender notes on the 1st inst., amounted to \$356,159,127, and the compound of all dates unredeemed, to \$46,244,780, as on Jan. 1. The Department reduced both its coin and currency balances, during the month, the former full \$9,989,090, and the latter \$192,199. The diminution of the coin balance was due mainly to the heavy coin interest disbursements of the Treasury, in January. The disbursements of the Department in January have been semi-officially reported at \$42,799,800, including the following items. Civil, miscellaneous and foreign intercourse, \$4,688,100; interest on public debt, \$29,818,200; war, \$5,397,400; navy, \$2,331,400; and interior, pensions and Indians, \$565,700. The warrant issued for the redemption of the public debt are not included in these amounts. The coin in the Treasury on the 1st inst., was \$98,491,163, against \$108,430,254 on the 1st ult., and the currency, \$25,578,150, against \$25,770,350 a month previous. The aggregate cash balances of the Treasury on the 1st inst. were \$124,069,313, of which the Sub-Treasury in N. York held \$98,698,120. The specie reserve of the city banks is now \$23,823,372, against \$16,157,257 same time last year. The city bank deposits are now \$217,844,548, against \$198,241,885 week ending Feb. 9, 1867. The legal tender reserve amounts to \$65,847,259, against \$67,628,902 same time last year. The circulation now stands at \$34,096,834, against \$32,777,000 same time last year. The loans are now \$270,555,536, against \$250,268,825 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged \$99,540,433 a day, against a daily average of \$106,241,504 the preceding week and \$88,067,204 the week ending with Jan. 25, 1868. The current week's exchanges average about \$94,794,382 a day. The city banks, last week, gained \$650,106 of legal tender, and \$4,514,024 in the deposit line, while they lost \$181,948 of their specie reserve. They increased their

loans, \$4,189,928; and their circulation, \$34,313.

The Philadelphia Bank movement the past week shows an increase in loans, of \$67,529; an increase of \$39,205 in specie; a decrease in legal tenders of \$465; a decrease of \$525,934 in deposits; and a decrease of \$8,001 in circulation. The Bank Clearings show an increase of \$8,040,743, and the balances, a decrease of \$1,296.

National Bank notes to the amount of \$152,080 were issued last week, making the total issue to 1,673 banks thus far, \$306,130,831, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$6,527,715, leaving, with the existing 1,689 banks, (having an aggregate capital of \$419,845,790,) an actual circulation at this date, of \$299,608,116. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$341,150,950; and for the public deposits, \$87,967,950—making a total of \$378,918,900. The Treasury Department last week redeemed and destroyed \$571,800 of worn and mutilated fractional currency, and issued \$532,500 of new.

The U. S. Sub-Treasury receipts, week ending with Feb. 8, were \$12,915,062, including \$2,058,911 from customs duties; payments, \$10,176,337, including \$968,000 of coin interest; balance at the close of the week, \$101,436,846, against \$98,698,120, at the close of the preceding week, showing an increase of \$2,738,725. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$1,831,021 including \$285,266 from customs; and payments, \$1,428,184; on Tuesday, receipts, \$1,727,576 including \$318,426 from customs, and payments, \$614,574. The balance at the close of business on Tuesday stood at \$102,957,685, against \$99,584,226 a week previous; and \$110,648,141 on Jan. 28, 1868.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to date of latest local report was \$245,369,740; aggregate redemptions, \$209,565,000; leaving outstanding certificates to the amount of \$35,804,740. The last national debt exhibit made the outstanding amount of coin certificates on the 1st inst., \$29,619,280, against \$20,104,580 on the 1st of January.

The revenues of the Government were rather more prolific last week, on both the customs and excises. The excises, last week, yielded over six million, against \$2,730,000 the preceding week; customs at the port of New York \$2,058,911, and at the outports, about \$670,000 (in coin) more, making the grand total income for the week equal to about ten millions in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were \$265,920,474, against \$310,906,984 the preceding fiscal year; and \$211,129,529 fiscal year ending with June 30, 1865. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about \$123,000,000.

Government received \$7,541,247 from customs, through the port of San Francisco, from Jan. 1, to Dec. 31, 1867, against \$7,189,763 in 1866, \$6,812,368 in 1865, and \$6,378,385 in 1864. The receipts from the same source, during the first ten days of January, 1868, were \$187,956, against \$98,080 same time last year.

The Gold speculation has been less active, during the week, and the later dealings have shown decidedly less firmness in the market. The customs and export inquiries have been less urgent, since our last, and the investment demand has been much less confident. There were in circulation on Tuesday and Wednesday reports of the renewal of sales of Treasury Gold, but they were wholly unfounded. Government has gold to spare, to the amount of some 10 or 15 millions which may be sold presently, should the exigencies of the public service call for such a disposition of the surplus. The range of the price in the open market this week has been from 143 $\frac{3}{4}$ down to 141 $\frac{1}{4}$. The latest quotations were 141 $\frac{1}{4}$ @ 141 $\frac{1}{4}$. About \$350,000 in specie were shipped hence to Europe during the first half of the current week. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been \$280,866, against \$155,514 same time last year. The customs demand for Gold last week, averaged \$343,152 a day; thus far, this week, it has been equal to \$299,346 a day, or equal to a weekly aggregate of \$1,796,076. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$8,083, and from California, \$1,255,333. The total customs revenue of the Government, in coin, at this port, during the calendar year of 1867, was \$116,958,654, against \$130,222,092 same time in the preceding calendar year. The customs revenue, at the port, thus far, in the current fiscal year, commencing with July 1, 1867, has been \$66,879,723, against \$75,076,889 same time in the preceding fiscal year. The total receipts of California gold at this port in 1867, were \$27,677,556, against \$42,740,913 in 1866, showing a decrease in 1867, of \$15,068,357. The receipts of California gold, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been \$19,967,774 against \$27,634,913 same time in the preceding fiscal year, showing a decrease of \$7,667,139 in 1867-'68.

The exports of specie from this port, last week, were \$1,644,057, against \$276,507 same week last year. The exports of specie, hence, since July 1, 1867, have been \$36,180,674, against \$20,458,637 same time in 1866-'7. The total outflow of specie from the port, in 1867, was \$51,841,678, against \$62,553,700 in 1866. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$968,000, and since July 1, 1867, \$50,433,520, against \$33,841,408 same time in 1866-'7. The total coin interest disbursements through the Government office, in 1867, was \$61,871,348, against \$48,680,377 in 1866. The specie exports from San Francisco, from Jan. 1, to Dec. 31, 1867, reached \$40,671,797, against \$44,365,668 1866, \$44,426,172 in 1865, and \$55,707,201 in 1864. The exports from San Francisco, from Jan. 1, to Jan. 21, 1868, were \$2,307,702, against \$2,122,360 same time last year.

Foreign exchange has been in much less demand, since our last, and though the supply of prime bills available in the open market has not been very large, prices have declined a fraction, closing weak and irregular. Bankers' 60 day bills on London closed on Wednesday at 109 $\frac{3}{4}$ @109 $\frac{1}{4}$, and on Paris to 5.20c. @ 5.13 $\frac{1}{4}$; sight bills on London to 109 $\frac{1}{2}$ @110 $\frac{1}{2}$, and on Paris to

5.12 $\frac{1}{2}$ c. @ 5.11 $\frac{1}{4}$. The offering of produce bills have been less extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$2,678,180, against \$3,640,850 same week last year; total, since July 1, 1867, \$110,399,778, against \$115,112,138 same time in 1866-'7. The total value of exports of produce and merchandise in 1867, was \$189,688,044, against \$192,329,554 in 1866.

Government securities have been gradually improving in price, since our last, on very moderate offerings, especially of all the coin bearing bonds. The six per cents of 1881, of which there is an outstanding aggregate of \$283,676,600 as on Jan. 1, have been in good request at the ruling prices. The Five-twenties of all issues have been in fair demand, those of 1862, 1864 and 1867 having attracted most attention. The outstanding issues of Five-twenties now amount to \$1,398,488,850, against \$1,378,804,750 on Jan. 1, showing an increase during the month, of \$24,684,100. Forty-five per cents have been in unusual favor with both home and foreign investment buyers, and have shown much more buoyancy as regards price. There were \$2,809,400 of five per cent. gold bearing bonds issued by the department in January, doubtless all in the Ten-forty form. Seven-thirties have been very steady in price and in quick request, mainly for banking purposes. There were \$23,314,600 of these notes redeemed by the department in January, thus reducing the outstanding balance of this loan to \$214,953,850, as against the original aggregate issue of 830 millions, through the Government Loan Agency of Mr. Cooke. The Compound Interest Notes have been in light supply and moderate demand at steady figures. New three per cent. certificates have been inquired for by banks and bankers, and have been quoted very firm. In January, \$1,775,000 of these certificates were issued by the Treasury, augmenting the total issue to \$25,040,000. The National Treasury in January disbursed nearly 43 millions, an amount largely ahead of the month's revenues from all sources, thus adding \$19,189,723 to the net public indebtedness, which is now \$2,527,315,373, against \$2,508,125,650 on the 1st of January, 1868. The department accounts for the large increase in the debt by the very heavy payment of the semi-annual interest due on the 1st of January last, on the Five-twenty bonds and the bonds of 1881, amounting to \$25,000,000, and the falling off in the receipts from customs and internal revenue during the month.

U. S. sixes of 1881 closed here on Wednesday at 112@112 $\frac{1}{2}$; U. S. Five-twenties of 1862, 111 $\frac{1}{2}$ @111 $\frac{1}{2}$; U. S. Five-twenties of 1864 at 109@109 $\frac{1}{2}$; U. S. Five-twenties of 1865 at 110@110 $\frac{1}{2}$; U. S. Five-twenties of 1865, consolidated, 108@108 $\frac{1}{2}$; U. S. Five-twenties of 1867, 108@108 $\frac{1}{2}$; U. S. Ten-forties at 104 $\frac{1}{2}$ @105 $\frac{1}{2}$, and U. S. Seven-thirties at 107 $\frac{1}{2}$ @107 $\frac{1}{4}$. The brokers are buying the compound interest notes at the following rates, and selling at an advance of $\frac{1}{8}$ @ $\frac{1}{4}$ of 1 per cent. on these figures:

May, 1865 117 $\frac{1}{2}$ | September, 1865, 116 $\frac{1}{2}$
August, 1865 116 $\frac{1}{2}$ | October, 1865 115 $\frac{1}{2}$
U. S. three per cent. certificates 100 $\frac{1}{4}$

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 29.	Feb. 5.	Feb. 12.
Consols.....	98½	98¾	98¼
U. S. 5-20's of 1862....	72	72	71¾
Erie.....	48¾	48	48
Ill. Central.....	86½	87	88½

The railway and miscellaneous share market has been quite active, since our last, and higher prices have been made on nearly all the list, dealt in at the Boards, the extreme ease in money stimulating purchases for a rise. The later dealings were indicative of firmness and buoyancy, as the tendency of values was upward.

The New York exports, exclusive of specie, for the week ending Feb. 11, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	\$3,640,850	\$2,678,180
Prev. reported.....	16,789,651	16,578,718

Since January 1..... \$20,430,501 \$19,256,893

The New York imports for the week compare as follows:

	1867.	1868.
Dry goods.....	\$2,414,479	\$2,598,298
Gen. merchandise.....	3,314,829	2,448,706
Total for the week.....	\$5,729,308	\$5,047,004
Previously reported.....	19,163,477	13,505,613

Since January 1..... \$24,892,785 \$18,552,617

The balance in the Sub-Treasury on Wednesday was \$101,871,048 77.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 7s, 80¾; do., 6s, 68; New York State Bounty Loan reg., 108; do., 6s, 1873, 103; Illinois coupon bonds, 1879, 99½; Ohio 6s, 1881, 102; Michigan 6s, 1878, 93; Brooklyn 6s, P. L., 93; do., W. L., 94¾; Great Western 2d mort., 77; Ohio and Mississippi 1st mort., 92; Chicago and Great Eastern 1st mort., 79; Galena and Chicago 1st mort., 99; Toledo, Peoria and Warsaw 1st mort., 82½; Toledo and Wabash Equipment bonds, 71¼; Pacific R. R. 7s, guar. by Me., 105½; Lackawanna and Western 1st mort., 96; Buffalo N. Y. and Erie 1st mort., 93; Chicago and Milwaukee 1st mort., 86½; Long Island R. R., 45; Cleveland, Painesville and Ashatabula, 110; Rensselaer and Saratoga, 81; Hannibal and St. Joseph, 62½; do., pref., 75½; New Jersey Central, 116; do., 1st mort., 101; Boston Water Power Co., 21½; American Coal, 53; Adams' Express Co., 76; Am. Exp., 73½; U. S. Express, 76; Merchants' Union Exp., 36½; N. Y. Guano, 12; Western Union Telegraph, 36½; Bank of Commerce, 118; Butchers' and Drovers' Bank, 135; Am. Exchange Bank, 118; Bank of North America, 104½; Merchants' Bank, 115¾; Shoe and Leather Bank, 111; Ninth National Bank, 103½; St. Nicholas Bank, 104; Fourth National Bank, 104; Phoenix Bank, 105½; Metropolitan Bank, 130; Manuf. and Mer. Bank, 103; Ocean Bank, 103; American Flag, 0.75; Black Hawk Gold, 4.50; Corydon, 0.40; Consol. Gregory Gold, 4.80; Davidson Copper, 0.25; Edgehill Mining, 3.05; Gunnell Gold, 1.25; Liberty, 0.43; La Crosse Gold, 0.48; Montana Gold, 0.50; Midas Silver, 0.75; Nye Gold, 0.03; Quartz Hill Gold, 1.40; Rocky Mt., 0.28; Smith and Parmalee, 2.90; Wallkill Lead, 0.37; Buchanan Farm Oil, 0.40; Beannehoff Run, 1.90; United States, 2.10.

Philadelphia.—Lehigh Coal and Navigation 6s, gold loan, 95%; Chesapeake and Delaware 6s,

93; Belvidere Delaware 6s, 80%; Warren and Franklin 7s, 80; Phila. and Erie 7s, 78; West Jersey R. R. 6s, 90; West Chester 8s, 87; Steubenville and Indiana, 10; Ridge Avenue R. R., 7; Philadelphia and Trenton R. R., 124; do., 6s, 101; Girard College R. R., 26½; Penna. State 5s, 1870, 99½; Pittsburgh 6s, 89; Philadelphia 5s, 1873, 88; Butler Coal, 7¼; N. Y. and Middle Coal Fields, 3¼; Coal Ridge, 8; Hazleton Coal, 48; St. Nicholas Coal, 1; Shamokin Coal, 4½; Fulton Coal, 5; Southwark Gas, 10; Richmond Gas, 10; Germantown Gas, 50; Feeder Dam Oil, ½; McElheny Oil, ¾; McClintock Oil, ¼; Ocean Oil, 2½; Philadelphia Bank, 180; Farmers' and Mechanics' Bank, 133; Western Bank, 99; Corn Exchange Bank, 72; City Bank, 70½; Mechanics' Bank, 31; Bank of North America, 245; Girard Bank, 59; Seventh National Bank, 105; Commercial Bank, 61. The latest quotations are: City 6s, 98@98½; do., free of tax, 103½@103¾; State 5s, reg., 99@100; do., coupon, 96@100; do., 6s, W. L., 102½@102½; Reading, 47½@47¼; do., 6s, 1870, 97½@—; do., bonds, 92½@93; Camden and Amboy, 126@126½; do., mort., 6s, 1889, 96@97; do., 1883, 88@89; Penn. R. R., 55@55½; do., 1st mort., 99@100; do., 2d mort., 96½@97; Little Schuylkill R. R., 28@28½; Morris Canal, 30@40; do., pref., 84@88; do., bonds, 91@93; Wyoming Valley Canal, 36½@37½; do., 6s, 73@78; Susquehanna Canal, 15@16; do., 6s, 60@60½; Sch. Nav., 12½@14; do., pref., 22½@23; do., 6s, 1882, 71¾@72½; Union Canal bonds, 15@17; Delaware Div. Canal, 51@52; do., bonds, 84@89; Elmira and Williamsport, 30½@31½; do., pref., 40@45; do., 7s, 1878, 98@96; do., 5s, 59@62; Lehigh Coal and Navigation, 29@29½; do., bonds, 1884, 87¾@88; North Pennsylvania, 31½@33; do., 6s, 89½@90; Philadelphia and Erie, 27½@28; do., 6s, 94½@95; Minchill, 56½@57; Catawissa, 8@13; do., pref., 26½@27½; Lehigh Valley, 52½@52½; do., bonds, 95½@96; Fifth and Sixth streets, (horse), 36@40; Second and Third, 59@60; West Philadelphia, 64½@65½; Spruce and Pine, 25@26½; Green and Coates, 28½@29; Chestnut and Walnut, 43½@46; Thirteenth and Fifteenth, 17@18; Girard College, 26@27; Tenth and Eleventh, 64@64½; Union, 37@37½; Hestonville, 11@11½.

Boston.—Ogdensburg and Lake Champlain pref., 102½; do., Equipment 8s, 102; New York and Boston Air Line 6s, 56; Boston, Hartford and Erie 7s, 68; do., scrip, 37½; Old Colony and Newport 7s, 1877, 101½; do., 6s, 1889, 98¾; Vermont Central and Vermont and Canada 8s, 1877, 102; Rutland and Burlington 2d mort., 55; Eastern R. R. 6s, 1874, 91; Vermont Central 1st mort., consolidated, 71; Union Pacific 6s, 1897, gold, 98; Granite Railway, 49½; Cape Cod R. R., 70; Sandusky and Cincinnati pref., 34¾; Rutland R. R., 30; Boston Water Power Co., 21½; Cary Imp. Co., 8; Boston and Roxbury Mill, 39¾; Ophir (N. S.) gold, 1.55; Cook Co., Ills. 7s, 96¾; Maine 6s, 1880, 100½; Connecticut 6s, 1881, 99¾; Vermont 6s, 100; New Hampshire 6s, 1884, 100¾; Boston 6s, currency, 1877, 103½; do., 1874, 102; Boston 5s, 1880, gold, 107½; Albany 6s, 1879, 95; St. Louis 6s, 1886, 84½; do., 1882, 84½; do., 1877, gold, 97½; Chicago 7s, W. L., 1888, 99; do., River Imp., 97½; do., 1892, 99; do., Tunnel bonds 1898, 97½; Augusta 6s, 1870, 96½; Portland 6s, 1887, 94; Cambridge Gas, 115; Suffolk

National Bank, 117½; National Bank of Commerce, 121½; Merchants' National Bank, 120; Everett National Bank, 106½; North National Bank, 118½; Eliot National Bank, 110; Old Boston National Bank, 65; Market National Bank, 108; Freemans' National Bank, 129¾; Allouez Mining Co., 3½; Bay State, 2½; Concord, 2½; Calumet, 30; Eagle River, 50c.; Hancock, 6; Hecla, 40; Madison, 1; Mesnard, 1; Pontiac, 50c.; South Side, 1; Star, 62½c.; St. Clair, 3; Superior, 50c.; Tremont, 62½c.

Baltimore.—Marietta and Cincinnati 1st mort., 90; do., 2d mort., 69½; N. W. Va. 2d mort., 92; Central Ohio R. R., 88; Parkersburg Branch, 18½; Western Maryland bonds, 73½; Virginia 6s, old, reg., 40½; do., 1867, 36½; Santa Clara Mining Co., 1.50; Balt. and Cuba S. & M. Co., 47½; National Exchange Bank, 96¾; Bank of Baltimore, 111; Mechanics' Bank, 10½; Union Bank, 61; Third National Bank, 102½; Western Bank, 30; Farmers' and Mechanics' Bank, 46; Peoples' Bank, 18½; Bank of Commerce, 27. The latest quotations are: Balt. and Ohio, 131@133; do., 6s, 1875, 96@96½; do., 1880, 96@96½; do., 1885, 98½@98¾; Northern Central, 43@44; do., bonds, 1885, 85@86; do., 1900, 83@85; Parkersburg Branch, 18@18; N. W. Va., 1st mort., 94@—; do., 2d mort., 92@—; do., 3d mort., 1873, 90½@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 90@90½; do., 2d mort., 69½@70; Central Ohio, 37½@38; do., 1st mort., 88@89; Western Md. 6s, 1890, 73½@74; do., guar., 93@—; Maryland 6s, coupon, 1870, 102@102; do., Ins., 100@101½; do., 1890, 100@102; Baltimore 6s, 1870, 98@98½; do., 1878, 96@—; do., 1875, 99½@99½; do., 1886, 97@98; do., 1890, 99@99½; do., coupon, 100@—; do., Park, 98½@98¾; do., 1893, 94@98½; do., 1888-70, 80@80; City Passenger R. R., 18@19; Canton Co., 56½@—; Gardner, 0.80@1.00; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 68@70; Santa Clara, 1.50@1.70; Balt. Chrome, —@0.35; Bare Hill, 0.35@0.45; Atlantic Coal, 0.72@0.80; Mineral Hill, 0.20@0.24; Baltimore Coal, 290@—.

Norfolk and Great Western Railroad.

The Norfolk (Va.) Journal states that \$875,000 have already been subscribed to this road, as follows: Grayson, \$150,000; Carroll, \$200,000; Patrick, \$200,000; Henry, \$200,000; Danville, \$125,000. Mecklenburg and Brunswick will each subscribe \$300,000, which, with the proposed subscription by the city of Norfolk of \$500,000, will make \$1,975,000.

Work was formally commenced on the Queen Anne's and Kent Railroad at Millington, Kent Co., Md., on the 6th inst. Addresses were made by Lloyd Tilghman, the President of the road, General Vickers, the President of the Kent Railroad, General Roberts and others. Colonel Roberts said that the road was to be constructed for the sum of \$300,000 and explained that \$240,000 was already raised.

The Lehigh and Susquehanna Railroad has been opened for through travel. At Bethlehem the car for Philadelphia is switched and attached to the train on the North Pennsylvania Railroad. Those bound for New York are conveyed over the Morris and Essex Railroad. This road is new, and in splendid running order.

Railroad Earnings--Weekly.

The earnings of the Toledo, Wabash and Western Railroad for the 1st week of Feb., 1868,	
were.....	\$64,338 59
Same week in 1867.....	50,623 54

Increase..... \$13,715 05

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in Feb., 1868, were.....	\$70,932 00
Corresponding week of 1867.....	67,304 00

Increase..... \$3,628 00

The earnings of the Michigan Central Railroad for the 1st week in Feb., 1868, were	\$65,325 90
Corresponding week of previous year ..	60,478 50

Increase..... \$4,847 40

The earnings of the Chicago and Northwestern Railroad for 1st week in Feb., 1868..	\$175,165 68
Corresponding week previous year ..	138,473 24

Increase..... \$36,692 44

The earnings of the Detroit and Milwaukee Railroad for the week ending February 6, 1868, were	\$20,518 00
Corresponding week of 1867.....	22,487 00

Decrease..... \$1,969 00

The earnings of the Western Union Railroad for the 1st week in Feb., 1868	\$9,214 25
Corresponding week previous year	7,854 67

Increase..... \$1,359 58

L The grading of the Utica, Chenango and Susquehanna Valley Railroad is proceeding as rapidly as possible at this season of the year. Two hundred men are employed. The rails are now laid eight miles below Waterville, and the grading will be completed to Sherburne by the 1st of April. The town of Bridgewater has bonded itself \$50,000 for the enterprise, and paid in ten per cent. The Colliersville Branch will be begun in a few days.

L The Rutland Railroad is soon to be changed in the vicinity of Vergennes, so that the road will run into and through that city. There is a steamer being built at Shelburne Harbor that may soon be conveying passengers and freight between Vergennes and Plattsburg. This arrangement will give the Rutland Railroad a direct communication with Canada and Northern New York.

L The Waterloo Advertiser is informed upon reliable authority that the Stanstead, Shefford and Chamblay R. R. will be extended from Waterloo to Magog next summer. Hugh Allen, Esq., has taken the matter in hand, and is determined to push the road through.

L The New London Northern Railroad Company held their annual meeting at New London on the 5th inst. The old Board of Directors were re-elected. The officers for the ensuing year are: A. N. Ramsdell, President; Robert Coit, jr., Secretary and Treasurer; Geo. W. Bentley, Superintendent.

L The Morris and Essex Railroad Company earned for the last six months in 1866, \$535,450 09, and in the last six months of 1867, \$856,409 84. The increase in 1867 was \$320,959 75.

L Two hundred and fifty men can find employment in grading the Derby Railroad by applying to the contractor in New Haven. The work is to be begun immediately.

Pittsburg and Connellsburg Railroad.

We give below the decision of the Supreme Court of Pennsylvania in the case of The Commonwealth *vs.* The Pittsburg and Connellsburg Railroad Company. The cause of action is fully stated in the opinion of the Court, and which was the unanimous opinion of all the Judges. It will be seen that the charter, of which the company had been deprived by the Legislature of the State, together with all its rights and franchises, has been restored. The rulings are all against the State, and the law repealing the charter declared unconstitutional. The opinion which was delivered on the 28th ult., by Justice SHAESWOOD, is as follows:

First. It is claimed, on behalf of the Commonwealth, that the defendants have forfeited their charter under the laws of Pennsylvania, by procuring a charter from the Commonwealth of Maryland. It has been contended that such an act is inconsistent with the allegiance which a corporation owes to the sovereign who created it; that it is *crimen laesae majestatis*—a species of treason. No authority has been cited for this position. A corporation cannot transfer its allegiance by accepting a charter from another State. It does not thereby throw off its original charter, nor can it take shelter under the wing of its new relation from the consequences of any violation of its duties under its old one. The act can in no way harm the Commonwealth. The Courts will maintain and enforce all her rights against her own corporations, without regard to any immunities they may claim to possess beyond her territories and within the jurisdiction of another State. We are of the opinion that this cause of forfeiture is not sustained.

Second. Another ground on which the Commonwealth demands judgment is that the defendants, under cover of their Maryland charter, have instituted proceedings in the Circuit Court of the United States for the Western district against another corporation created by this State and other persons praying that an act of the Legislature may be declared null and void. The premises for the purposes of this case may be safely admitted that a corporation which undertakes to drag its sovereign *ad forensicum examin* before the bar of the tribunals of another sovereign violates its first and paramount duty, and thereby subjects itself to the extremest consequences. But the next step in the argument fails. The Circuit Court of the United States is not the Court of another sovereign. The Federal Constitution is the Constitution of the State, having been ratified and adopted by the sovereign act of the people in convention December 12, 1787. "The Government of the United States," said Chief Justice McKean, "forms a part of the Government of each State." It follows that its Courts are the Courts of each State; they administer justice according to the laws of the State as construed and settled by its own supreme tribunal.

This has been more than once solemnly determined by the Supreme Court of the Union to be the rule of their decision, whenever the construction of the Constitution of the United States, treaties, or acts of Congress do not come in question. In this last class of cases the Supreme Court of the United States is the tribunal of the last resort, in which judgments and decrees of the

higher Courts of the respective States upon such questions are to be reviewed. Indeed, upon being sued in an inferior Court of the United States upon a question involving the constitutionality of an act of Assembly, the grantees of the State have an advantage which in a State Court they do not possess. In the Supreme Court of the State, if the decision pronounced is against the constitutionality of the act of Assembly relied on, their judgment is final and conclusive. For by the 25th section of the Judiciary Act of Congress, passed September 24, 1789, it is only "when is drawn in question the validity of a statute of or an authority exercised under any State, on the ground of their being repugnant to the Constitution, treaties, or laws of the United States, and the decision is in favor of such their constitutionality," that a final judgment or decree in any suit in the highest Court of law or equity in a State can be carried for review to the Supreme Court of the United States.

Third. A third cause of forfeiture avowed is that the defendants intend to connect this road with a railroad in Maryland, and are engaged in constructing an extension with the purpose of connecting the same with the railroad of the Baltimore and Ohio Railroad Company. We might pass this point with the remark that no mere intention or purpose in a corporation to violate its duty can constitute a cause of forfeiture. Its officers and managers have, like individuals, *locus penitentiae*. They may avail themselves of it. The design clearly evinced to do an unlawful act may justify the interposition of a Court of equity by a process of injunction, but it would be unjust before the act was consummated to visit the corporate body itself with the extreme penalty of civil death and confiscation. We propose, however, to rest our decision in this cause upon reasons which will make it final. Upon the proper construction of the various acts of Assembly authorizing these defendants to extend their road south and east from Connellsburg, we are of the opinion that they are licensed by the Legislature to form a connection with the railroad of the Baltimore and Ohio Company.

Fourth. The fourth and last position which has to be encountered is that by the act of Assembly passed August 19, 1864, all the rights, powers, franchises and privileges conferred upon the defendants "for and in respect to all that portion of the lines of railway southwardly and eastwardly from Connellsburg were resumed, revoked, repealed, and put an end to."

By the 20th section of the original act of incorporation of April 3, 1837, it is provided that "if the said company shall at any time misuse or abuse any of the privileges herein granted the Legislature may resume all and singular the rights and privileges hereby granted to the said corporation." The questions which naturally arise upon the construction of this provision are two—1. Is the Legislature constituted the sole and exclusive judge of the fact of misuse or abuse upon which their power to revoke is conditioned? And 2. If not, what effect ought to be given to their act? As to the first question upon the ordinary rules applied to the interpretation of language, no difficulty could arise. If this were a contract between man and man it could not be pretended that when one party reserves

the power to rescind in a certain event, he is thereby constituted the judge whether the event has occurred. It is a condition precedent to the exercise of the power, and the party exercising it must prove affirmatively the execution of the fact. The power of the Legislature in grants and contracts is not like the power of the English Parliament. It is limited and restrained by the provisions of the Federal and State Constitutions, so that it cannot impair contracts either made by itself or others. It corresponds more properly to the English crown—as to which it is certainly the established law of that country that the King cannot derogate from his own grant, and when an express power is reserved in a certain event or upon certain conditions, it must be proved affirmatively that the event has occurred, or the condition been fulfilled.

2d. What effect then are we to give to the act of August 19, 1864? The pleadings leave but one question open for consideration, namely, whether upon the true construction of the act of April 11, 1856, called in the argument the condoning act, all misuse or abuse of its corporate privileges by the company before that date was pardoned and released. We have no difficulty in saying that upon these pleadings it is admitted that no misuse or abuse had taken place, which would give any constitutional right to the Legislature under the twentieth section of the original act of incorporation, to resume the rights and privileges granted to the defendants, and that the right of eminent domain in this instance has not been constitutionally exercised. We have given to all the points presented by the Commonwealth the most careful consideration, and on the whole are of opinion that they have not been sustained. Judgment for the defendants.

F The Government of Nicaragua has appointed Senor Ozon, the Minister for Foreign Affairs, as a commissioner to negotiate with Colonel J. C. Woods the terms of a new railroad concession in the interest of Francis Morris and associates, of New York. These parties propose the construction of a road—partly under Captain Pim's grant—about eighty miles long in all, by which they claim that they can reach a good harbor at each terminus, and make the transit regularly in four hours.

F A company has been formed at Ellsworth, Kansas, to build a railroad thence to Fort Larned. The road will open up a fertile, rich and beautiful valley, along which a road can be constructed at a comparatively trifling expense. The distance from Ellsworth to the valley is about thirty-seven miles, and there are no engineering difficulties in this part of the route. After the valley is reached the route is a direct one on a level route to Fort Larned.

F The directors of the New Haven and Derby Railroad have broken ground for their contemplated new road, at the base of the range of hills just west of the old West Haven road, about a half mile south of the Milford Turnpike. The directors were accompanied by members of the press and Mr. Chapman, the contractor. The work of piling over the river at the West Meadows is now nearly completed. The entire line will soon be ready to place in the hands of the sub-contractors.

The Public Debt.

The following is a comparative statement of the Public Debt of the United States January 1, and February 1, 1868:

DEBT BEARING COIN INTEREST.

	Jan. 1, 1868.	Feb. 1, 1868.
Five per cent. bonds.	\$204,929,500.00	\$207,739,200.00
Six per cent. bonds of 1867 and 1868.	14,690,941.80	9,458,391.80
Six per cent. bonds of 1881.	283,676,600.00	283,676,600.00
Six per cent. Five-twenty bonds.	1,373,804,750.00	1,398,488,850.00
Navy pension fund.	13,000,000.00	13,000,000.00

Total \$1,890,102,091.80 \$1,912,363,041.80

DEBT BEARING CURRENCY INTEREST.

	Jan. 1, 1868.	Feb. 1, 1868.
Six per cent. bonds.	\$20,713,000.00	\$22,470,000.00
Three-year compound interest notes.	46,244,780.00	46,244,780.00
Three-year seven-thirty notes.	238,268,450.00	214,953,850.00
Three per cent. certificates.	23,265,000.00	25,040,000.00

Total \$328,491,230.00 \$308,708,630.00

MATURED DEBT NOT PRESENTED FOR PAYMENT.

	Jan. 1, 1868.	Feb. 1, 1868.
Three years Seven-thirty notes, due Aug. 15, 1867.	\$2,022,950.00	\$1,742,650.00
Compound interest notes matured June 10th, July 15, Aug. 15, Oct. 15, and Dec. 15, 1867.	9,952,810.00	6,900,390.00
Bonds of Texas indemnity.	257,000.00	256,000.00
Treasury notes, acts July 17, 1861, and prior thereto.	162,811.64	162,311.64
Bonds, April 15, 1842	54,061.64	6,000.00
Treasury notes, March 3, 1863.	716,192.00	716,192.00
Temporary loan.	2,674,815.55	2,474,625.55
Certificates of indebtedness.	31,000.00	30,000.00

Total \$15,871,640.83 \$12,288,169.19

DEBT BEARING NO INTEREST.

	Jan. 1, 1868.	Feb. 1, 1868.
United States notes.	\$356,159,127.00	\$356,159,127.00
Fractional currency.	31,597,583.85	32,246,438.51
Gold certificates of deposit.	20,104,580.00	29,619,280.00

Total \$407,861,290.85 \$418,024,845.51

Total debt. \$2,642,326,253.48 \$2,651,384,686.50

AMOUNT IN THE TREASURY.

	Jan. 1, 1868.	Feb. 1, 1868.
Coin.	\$108,430,253.67	\$98,491,162.70
Currency.	25,770,349.71	25,578,150.61

Total \$134,200,603.38 \$124,069,313.31

Amount of debt less cash in the Treasury. \$2,508,125,650.10 \$2,527,315,373.19

By comparing this with the statement of January 1, it is shown that the debt bearing coin interest has increased \$22,260,950; the debt bearing currency interest has decreased \$19,782,600; the matured debt not presented for payment has decreased \$3,583,471.64; and the debt bearing no interest has increased \$10,163,554.66—making the increase in the total debt since January 1, 1868, \$9,058,433.02. The amount of coin in the Treasury during the same period has decreased \$9,939,090.97, and the amount of currency has decreased \$192,199.10—leaving the amount of debt less cash in the Treasury February 1, \$19,189,723.09 more than on January 1.

F The contract for building the road bed of the Woodstock Railroad (from White River Junction to Woodstock, fourteen miles,) was given to Ralph Jones & Co., of Canada, on the 23d of January. They commence work upon it immediately, and will push it with energy and despatch to completion. It is expected that the road from Woodstock to Rutland will be commenced in the Spring.

Oil Creek and Allegheny River Railroad.

A consolidation has been effected of the Warren and Franklin, the Farmers', and Oil Creek Railroad companies, whereby the three corporations are merged into one, named "The Oil Creek and Allegheny River Railway Company," with a share capital of \$4,259,000. The length of the road consolidated is:

Miles.

Warren and Franklin Railroad—Irvington to Oil City.	51
Oil Creek Railroad—Corry to Petroleum Centre.	38
Farmers' Railroad—Oil City to Petroleum Centre.	8
Farmers' Railroad—Cherry Run Branch—Rousville to Plummer.	3.11
Total.	100

The consolidated company have purchased the Reno Railroad, and intend, it is said to take up its track, and use the rails to lay down the wide gauge from Petroleum Centre to Oil City, and the narrow gauge from Oil City to Franklin, thus making both gauges continuous and unbroken between Corry and Franklin. The merger stipulates that one common charge shall be imposed on oil irrespective of distance carried over the consolidated line; minimum specified fifty cents per barrel. Hence, according to present information, the charge will be the same on a barrel of oil, whether it be carried from Petroleum Centre to Oil City, eight miles, destined down the Allegheny Valley, or from Petroleum Centre or Corry, thirty-eight miles, destined for the Erie or Lake Shore roads, or from Petroleum Centre, by way of Oil City, to Irvington, fifty nine miles, destined for the Philadelphia and Erie Railroad.

Milwaukee and St. Paul Railway.

The lines of this company will in future be known and designated as follows:

From Milwaukee to Prairie du Chien and from Milton to Monroe, as the Prairie du Chien Division.

From Milwaukee to La Crosse via Watertown, and from Watertown to Sun Prairie, as the La Crosse Division.

From North Milwaukee to Portage, and from Horicon to Berlin and Omro, as the Northern Division.

From McGregor to Minneapolis, as the Iowa and Minnesota Division.

We annex a table showing the length of each of the four divisions above:

Miles.

La Crosse Division.	222
Prairie du Chien Division.	235
Northern Division.	148
Iowa and Minnesota Division.	220

Total present length 826

Little Miami Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: E. W. Woodward, Larz Anderson, John Kilgour, W. H. Clement, L. B. Harrison, Charles P. Cassilly, Edmund Dexter, Joseph C. Butler, Henry Hanna, John Bacon, of Springfield, Abraham Hivelong, of Xenia, and Joseph R. Swan, of Columbus. President, E. W. Woodward; Secretary, Charles P. Cassilly; Treasurer, S. E. Wright; Auditor, D. G. A. Davenport; General Superintendent, John Durand; Gen'l Ticket Agent, William L. O'Brian; General Freight Agent, E. F. Fuller.

Railroads in Southern California.

The San Francisco *Bulletin* says that some practical movements for the construction of railroads are already under way in Southern California. The arrangement between Santa Clara county and the San Francisco and San Jose Railroad Company, whereby the latter is released of \$100,000 of its obligation to the former on condition of extending its road to Gilroy, thirty miles southward, seems to ensure the speedy extension of railway communication to a point eighty miles from this port, touching the heart of one of the most fertile grain districts in the State. It is asserted that earnest efforts will be made to complete the road to Gilroy in season to transport the next crop. San Jose would then be the terminus of three railroads—the San Francisco, Western Pacific and Gilroy.

But the railroad southward will not stop at Gilroy. The section of thirty miles from San Jose to that point may be considered as the initial section of the Southern Pacific, which is certain sooner or later to traverse the whole southern end of the State. Watsonville—the centre of Pajaro Valley must next be reached. Already application has been made for a franchise to build a separate road from Watsonville to Monterey, around the bay of Monterey, a distance of about sixty miles. If the Watsonville and Monterey Railroad is built, it must ultimately connect across the mountains with the Gilroy and San Jose road, and a branch may ultimately be run to Santa Cruz. Still further south, a railroad is projected in Los Angeles County. The great desideratum is to reach the best market for surplus products in less time and at less expense. If any or all of these enterprises are seriously prosecuted, the immediate effect will be to stimulate immigration in that direction. The fact that no extensive floods are known in the counties especially referred to is greatly in their favor, and with the division of the large estates and the building of railroads, must hereafter bring them into more prominent notice.

Whitehall and Plattsburg Railroad.

The project for a railroad from Whitehall to Plattsburg, running along the west shore of Lake Champlain, through the Counties of Washington, Essex and Clinton, is one of the most important enterprises now in progress in this State. It will lead into the inexhaustible iron mines of that region, and afford an outlet for vast quantities of lumber and wood. The people along the line of the route are struggling to hurry it forward, and are raising the necessary means as rapidly as possible. The road will more than double the value of property through these counties. It will afford an outlet for travel and business at all times of the year and prove to be the most direct route from Albany to Montreal.

Ten miles of the road from the village of Plattsburg south, is already graded, and ten miles more is under contract, and a large amount of work is being done this winter on the heavy couplings. We understand that seventeen miles is Essex county will be placed under contract the coming spring. The construction of this road will be of great advantage to Albany, and our citizens should have a deep interest in its progress and completion.—*Albany Argus*.

[A] Colonel Paxton, Agent of the Covington and Ohio Railroad, promises that the road will be completed to the White Sulphur Springs in time for the next visiting season, and will then be pushed west rapidly.

Illinois Central Railroad.

The statement of this Company for the month ending January 31, 1868, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	13,163.55	for \$135,896 01
Acres Int. Fund Lands sold	426.78	for 6,121 93
Acres Free Lands sold	4,401.79	for 56,337 83

Total sales during month of January, 1868 ... 17,992.12 for \$198,335 77

To which add Town Lot Sales 415 00

Total of all 17,992.12 for \$198,770 77

Cash collected in January \$252,685 05

TRAFFIC DEPARTMENT.

Receipts from Freight	\$323,019 00
do. Passengers	116,478 04
do. Mails	6,358 33
do. Rent of Road	4,000 00
do. Other Sources	70,000 00

Total Receipts in January, 1868 \$519,855 37

Total Receipts in January, 1867 \$660,438 29

Estimated earnings in the month of January on the D. & S. C. R.R., not included above \$52,509 01

Canadian Railway Traffic Returns.

FOR THE YEAR ENDING 31ST DECEMBER, 1867.

Names of the Railways.	Passen. fers.	Mails and Sundries.	Freight.	Total.	Total.	operation	operation	Miles in
Great Western Railway	\$1,521,068	\$192,899	\$2,010,302	\$3,725,169	\$3,264,402	1867.	1867.	1866.
Grand Trunk Railway	2,341,979	261,150	3,908,837	6,506,966	6,639,260			
London and Port Stanley Railway	17,252	1,855	26,652	42,759	89,108			
Welland Railway	11,919	12,177	44,519	68,615	106,946			
Northern Railway	158,450	26,040	400,402	562,892	512,872			
Port Hope, Lindsay and Beaverton								
Railway and Peterborough Br.	36,025	2,820	194,631	238,476	174,816			
Cobourg, Peterborough & Matamora	265	7,083	20,808	21,073	... 22			
Railways	42,028	7,271	86,711	135,772	111,086			
Brockville and Ottawa Railway	58,582	357	39,562	105,415	104,429			
St. Lawrence and Ottawa Railway	8,696	498	5,284	7,850	9,969			
Carlton and Greenville Railway			66,389	79,781	65,320			
Stanstead, Sherbrooke & Champlain R.*								
St. Lawrence and Industry Railway	2,616							
New Brunswick and Canada Railway	12,894							
European and North America R.†..	107,673	6,029	120,527	234,220	155,734	145	145	92 1/4
Total	\$4,298,847	\$518,129	\$6,917,053	\$11,173,88629	\$11,229,950	2,364 1/4	2,296 1/4	Miles in Not

§ 1st July to 19th Nov. * No Returns. † Not complete.

From Lake Superior to the Pacific.

There is a bill pending in Congress that provides for extending the Sioux City branch of the Pacific railroad to the Northeast via Mankato and St. Paul to Lake Superior. It was introduced by Mr. Donnelly, and provides that the government subsidies and land grants that have been conferred on the Pacific road shall be granted also to the Minnesota Valley and to the Superior lines. The subsidy alone would go far toward completing the track from Sioux City to Mankato, and from here to the Lake.

These roads, when finished, will open up a rich and magnificent country, will add more than they cost to the government to the value of the public lands, and the aid conferred will be the best investment that the United States can make in railroad enterprises. Nebraska, Iowa, Minnesota, Wisconsin and Michigan, with nearly 4,000,000 people, are directly interested in this line of railroad, and its benefits will extend to all the sections of the country that border upon the great lakes and the lines of navigation and land carriage with which they are connected.—*St. Paul Pioneer*.

Railroad Consolidation.

We have just learned from a reliable source that a consolidation of the railroads between Baltimore and Chicago, via Cincinnati, has been definitely settled within a few days. The understanding is that the Baltimore and Ohio Railroad will control and direct the line through, and that the Parkersburg Branch will be made the main stem of this short continuous route between the East and the West. With a view to accomplish this at as early a day as possible, arrangements have been concluded upon to put a force of 500 workmen on the Parkersburg bridge over the Ohio river on the first day of March proximo.—*Parkersburg Times*.

[A] The Lee and New Haven Railroad project, which proposed to connect Lee with Collinsville or Winsted, is still under consideration. Sandfield people have subscribed \$40,000, Tolland has voted as a town to take \$10,000 of the stock, and Otis \$25,000. The road can be built for \$600,000.

[A] We learn that the engineers in charge of the extension of the Cumberland Valley railroad from Hagerstown to Williamsport, Maryland, have completed their survey and submitted their estimates. The construction of the road will probably be commenced next spring.

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THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE.
ALBANY, Jan. 21, 1868.

TWENTY-NINTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a semi-annual dividend of Three Per Cent. on the capital stock thereof, payable on the 20th day of February next.

Dividends in New York will be paid at the office of Duncan, Sherman & Co.; in Albany, at the Albany City National Bank.

The transfer books will be closed at the close of business on Friday, the 31st day of January inst., and be re-opened on the morning of Monday, the 24th day of February next.

E. D. WORCESTER, Treasurer.

TO BRIDGE CONTRACTORS,
LOUISVILLE, CINCINNATI, AND LEXINGTON
RAILROAD,

CHIEF ENGINEER'S OFFICE,
LOUISVILLE, KY., January 13, 1868.

SEALED PROPOSALS will be received at this office until February 16, 1868, for about twenty-six hundred linear feet of Bridge superstructure (in iron and timber) for the Kentucky river and other streams crossing the Louisville and Cincinnati Railroad. Thirteen hundred feet will be in spans of 200, 160, 125, and 100 feet, and the residue in 75 feet spans and under; all upon plans and specifications exhibited on and after the 20th inst.; but proposals upon other plans will be considered. Each bid will cover materials, labor of all kinds, transportation, and erection. For a portion of the Bridge work completion will be required July 1st, 1868, and for all by September 1st ensuing. Payment cash, with the usual reservation on partial payments to secure fulfillment of contract. Right reserved to reject any or all bids.

Proposals will also be received for the temporary trussing on the line.

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2. For Side Hill Bents and Fills. 14. " 20 " 1/3 to 1

3. Base 18 ft. Slope 1/3 to 1. 15. " 24 " 1/3 to 1

4. " 14 " " 20 " 1/3 to 1. 16. " 28 " 1/3 to 1

5. " 15 " " 24 " 1/3 to 1. 17. " 32 " 1/3 to 1

6. " 16 " " 28 " 1/3 to 1. 18. " 36 " 1/3 to 1

7. " 17 " " 32 " 1/3 to 1. 19. " 40 " 1/3 to 1

8. " 18 " " 36 " 1/3 to 1. 20. " 44 " 1/3 to 1

9. " 19 " " 40 " 1/3 to 1. 21. " 48 " 1/3 to 1

10. " 20 " " 44 " 1/3 to 1. 22. " 52 " 1/3 to 1

11. " 21 " " 48 " 1/3 to 1. 23. " 56 " 1/3 to 1

12. " 22 " " 52 " 1/3 to 1. 24. " 60 " 1/3 to 1

13. for Base 18 ft. Slop. 1/3 to 1

14. " 20 " 1/3 to 1

15. " 24 " 1/3 to 1

16. " 28 " 1/3 to 1

17. " 32 " 1/3 to 1

18. " 36 " 1/3 to 1

19. " 40 " 1/3 to 1

20. " 44 " 1/3 to 1

21. " 48 " 1/3 to 1

22. " 52 " 1/3 to 1

23. " 56 " 1/3 to 1

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